1983

The Regional Municipality
of Hamilton-Wentworth

Official Plan

033

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

September 1982

005473

THE REGIONAL MUNICIPALITY OF

HAMILTON-WENTWORTH

BY-LAW NO. R80-094

BEING A BY-LAW TO ADOPT THE OFFICIAL PLAN OF THE REGION AND FORWARD IT TO THE MINISTER OF HOUSING

Whereas by Subsection (2) of Section 55 of the Regional Municipality of Hamilton-Wentworth Act, S.O. 1973, ch. 74, the Regional Council shall prepare, adopt and forward to the Minister of Housing (S.O. 1973, ch. 168, Sec. 15) for approval an Official Plan for the Regional Area.

Now therefore, the Council of the Regional Municipality of Hamilton-Wentworth enacts as follows:

1. The text and maps contained in the attached document as Part II are hereby adopted as the Official Plan for The Regional Municipality of Hamilton-Wentworth. The remainder of the attached document is hereby adopted for the purposes stated in Part I (The Planning Framework) and Section 15 (Interpretation).

2. The Commissioner of Planning and Development for the Region is hereby directed to forward this document to the Minister of Housing of Ontario for approval.

3. That By-law R79-117 is hereby repealed.

Read, a first, second and third time and finally passed and enacted this 17th day of June 1980.

Chairman

Clerk

PROVINCIAL APPROVAL

OF THE

OFFICIAL PLAN FOR THE

HAMILTON-WENTWORTH PLANNING AREA

The Official Plan for the Hamilton-Wentworth Planning Area was substantially approved by the Minister of Housing on June 26, 1980.

A. Matters referred to the Ontario Municipal Board pursuant to Section 15(1) (R.S.O. 1970) of the Planning Act including:

1. Certain areas on Maps No. 1, 3, 5, 6 & 7.

2. Sections 2.1.3.1(C), 2.1.3.4, 2.3.1, 3.1.8, 3.1.10, 3.4.1.3, 6.1.1, 6.1.2, 6.3.1 & 6.3.3 as they applied to certain lands on Map No. 1.

3. Section 5.1 as it applied to certain lands on Map No. 3.

4. Section 14.4 as it applied to certain lands on Map No. 6 and Map No. 7.

5. Section 14.4.7 as it applied to certain lands on Map No. 7.

6. Section 2.1.3.2.

were dealt with by the Board in its decision of January 25, 1982. All matters were approved with the exception of the following:

1. Map No. 1 was modified by drawing a curved line through Lot 11, Concession III in the former Township of East Flamborough as a line of demarcation between the "Industrial-Business Park" and "Residential and Related Uses" designations.

2. Section 2.3.1 as it applies to the Clappisons Corners Industrial-Business Park was deleted and replaced with a new Section.

3. Section 14.4.7 as it affects the Waterdown Urban Area was modified by deleting the words "by resolution" in the third sentence and substituting the words "by amendment to this Plan".

4. The Board's decision on Referral Area No. 1, on Maps No. 1, 5 & 7 and Section 2.1.3.1(c) of the Plan was deferred for a period of 18 months.

5. Section 5.1 was modified by the addition of Subsection 5.1.A.

6. Section 2.1.3.2(a) was modified by changing the figure of 1,500 therein to 3,000.

In addition, the Board approved Amendment No. 2 to the Plan which enlarged the Urban Area of Waterdown and increased its population limit to approximately 10,000 persons.

B. Other matters were deferred for further consideration pursuant to Section 14(3) (R.S.O. 1970) of The Planning Act including:

1. Certain areas on Maps No. 1, 4, 5, 6 & 7.

2. The worlds "approximately 88%" in the first paragraph of the Regional Development Pattern on Page 1 as they applied to certain lands on Map No. 1.

3. Sections 2.1.3.3 (a) & (b) and Item 21 of Section 5.3.1 as they applied to certain lands on Map No. 1.

4. Sections entitled "I — Population Growth", "II — Employment Growth", "III — Housing Requirements" and "IV — Urban Land Requirements".

5. Tables 1 & 2.

On March 18, 1982, the Minister of Municipal Affairs and Housing approved, with modifications, the outstanding deferred sections in Part II of the Plan.

C. On June 3, 1982, Cabinet of the Province of Ontario issued an Order deleting Section 5.1.A as approved by the Ontario Municipal Board, replacing it with a new Section 5.1.A.

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Photo Courtesy of Dofasco

DIVIDER
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Hamilton Place and Provincial Tower in the background
Photo by Carlo Pacella, Hamilton-Wentworth Region Staff

Centre:
Hot Metal Charge
Photo Courtesy of Stelco

Bottom:
Hamilton Place Great Hall
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DIVIDER
PART III — Sunset on Cootes Paradise
Photo by John Gartner, Hamilton-Wentworth Region Staff

PART I

THE PLANNING FRAMEWORK

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(A) Introduction

The Planning Act (R.S.O. 1970, ch. 295, and amendments thereto) specifies the authority and the scope of an Official Plan in the Province of Ontario. The Planning Act defines an Official Plan as "a program and policy or any part thereof, covering a Planning Area or any part thereof, designed to secure the health, safety, convenience or welfare of the inhabitants of the Area, and consisting of the texts and maps, describing such program and policy approved by the Minister . . . "

The Hamilton-Wentworth Act (S.O. 1973, ch. 74 and amendments thereto) defines the Hamilton-Wentworth Planning Area to be the Regional Area containing the following Area Municipalities:

(1) Town of Ancaster

(2) Town of Dundas

(3) Township of Flamborough

(4) Township of Glanbrook

(5) City of Hamilton

(6) Town of Stoney Creek

The Hamilton-Wentworth Act contains provisions (Sec. 54) that the Regional Area will continue as a Joint Planning Area and that the Regional Corporation will be the Designated Municipality within the meaning of the Planning Act. This Act also provides that (Sec. 54, 55):

- The Regional Council shall prepare an official plan for the Regional Area and that when the Minister has approved the official plan adopted by the Regional Council every official plan and by-law, (passed under Sec. 35 of the Planning Act), then in effect in the Planning Area shall be amended to conform to the Regional Official Plan and no Official Plan of an Area Municipality shall be approved that does not conform with the Official Plan of the Regional Municipality.

I PURPOSE AND SCOPE OF THIS PLAN

This Plan is prepared by the Regional Corporation under the legal authority provided by the Planning Act and the Hamilton-Wentworth Act (Part IV).

This Plan deals with matters of Regional concern and with those matters which are direct Regional responsibilities. Generally, the areas of Regional interest are:

1. Population size of communities,
2. Supply and general location of future housing,
3. General location of future industrial complexes and shopping facilities of Regional scale,
4. Supply of water and the provision of sanitary sewage and waste disposal services,
5. Provision and coordination of social and public health services,
6. Regional roads and public transit, and
7. Management of natural and historical resources.

It is not the intention of the Regional Plan to interfere with those planning matters which are considered to be the responsibility of the Area Municipalities.

The Regional Plan is primarily a policy document and it is expected that the detailed land use designations will be implemented by the Area Municipal Plans.

II FORMAT OF THE PLAN

The Regional Plan as a document is divided into three (3) parts.

Part I of the Plan contains the introduction to the Plan, the major Provincial policies affecting the Region and the growth projections on which this Plan is based. The projected population and employment growth and generalized allocations by Area Municipality, have provided a basis for determining the future land requirement and servicing needs of the Region.

Part II of the Plan contains specific policies which together with the maps contained therein, provide a strategy for future development in this Region. In case of a discrepancy between the text and the related map under Part II of this Plan, the policy statements will prevail. A change to Part II of the Plan will require an amendment to the Plan.

Part III is the appendix to the Plan and contains:

Appendix 1, Human Services and Facilities, provides a statement of policies by Regional Council regarding services and facilities which are associated with the social development of the citizens of the Region including: Education, Health, Library Services, Police and Fire Protection and Social Services.

Appendix 2, Municipal Finance, provides a statement of the policies of the Regional Council regarding General, Current and Capital Expenditures and Revenues.

Appendix 3, contains Information Maps, which are intended to be used as aids in obtaining a better understanding of the policies contained in the Plan.

Changes in the text or maps in Part III will not require amendment to this Plan.

(B) Provincial Policies Affecting The Region

Planning for a municipality cannot be done in isolation of Provincial policies. Provincial policies will influence the growth and economic opportunities in this Region.

The major relevant Provincial policies which have been taken into account in the development of the policies in this Plan are as follows:

I TORONTO-CENTRED REGION CONCEPT

Map No. I-1 in the Appendix shows the Provincially adopted concept for future urbanization in south central Ontario, known as the Toronto-Centred Region concept (TCR). In this concept, the populous portion of Hamilton-Wentworth was designated as both the western terminal of TCR and a Regional Centre. Zone 1 of TCR, which includes Hamilton-Wentworth, was designated to receive most of the urban growth of TCR.
The TCR concept identifies the Hamilton-Wentworth urban area as a Regional Centre providing a broad range of services to an economic area which extends into adjacent Regional Municipalities and Counties.

II NIAGARA ESCARPMENT COMMISSION

The Niagara Escarpment Commission was established by the Province under the Niagara Escarpment Planning and Development Act, (R.S.O. 1973). The purpose of the Commission is to develop policies aimed at the protection and maintenance of the Niagara Escarpment as a continuous natural environment.

Map No. I-2 in the Appendix shows the Niagara Escarpment planning area and development control area which are subject to the policies of the Niagara Escarpment Commission.

The Planning Area was designated under the Act in 1973 and was subsequently modified. Within the planning area a smaller area has been designated by regulations as a development control area. The environment of this area is considered especially sensitive and the Commission has been given the authority to regulate development in the interim period before the Niagara Escarpment Plan is completed. Until the Plan is completed, any development or alteration in the development control area requires a development permit from the Niagara Escarpment Commission.

III PARKWAY BELT SYSTEM

The Parkway Belt System is intended to provide both a physical separation between urban centres and land for future utilities within Zone 1 of the TCR. A plan was prepared for this system by the Province of Ontario under the provisions of the Parkway Belt Planning and Development Act, (R.S.O. 1973).

The Parkway Belt West Policy Area boundaries are shown on Map No. I-2.

The major objectives of the Parkway Belt System are to separate and define the boundaries of urban areas, link urban areas with each other for the movement of goods and people, provide a land reserve for future linear facilities and to provide a system of linked open space and recreational facilities.

Provincial policies for the Parkway Belt West Plan are incorporated in Section 4 of this Plan.

IV FOOD LAND GUIDELINES

The Food Land Guidelines were first released in February, 1977, by the Ministry of Agriculture and Food and were tabled in the Ontario Legislature on December 11, 1978. These Guidelines represent a policy statement of the Government of Ontario on planning for agriculture throughout the Province.

The Guidelines require that Agricultural soils of high food producing capability including areas producing specialty crops (e.g., fruits, vegetables, tobacco, etc.) be identified and protected for continued and/or future food production. The Guidelines further require that if such lands are converted to urban uses, justification must be given that no viable alternatives are available.

The Province intends to use these guidelines in reviewing and approving Official Plans.

(C) Anticipated Growth To The Year 2001

Population and employment projections are necessary in order to plan for the land and servicing required to accommodate the future growth in the Region.

The projected population provides a basis for determining the future requirements for housing, sewage, water and transportation services and other requirements such as schools, shopping facilities and recreational areas.

Employment projections give an indication of the change which must occur in the Regional economy to provide the employment opportunities for a growing population.

The requirements for new housing and the associated commercial and industrial development determines the amount of land which will be required to accommodate the anticipated growth in population and jobs.

1 POPULATION GROWTH

Based on projected birth rates, death rates and net Regional migration, the population of the Region is expected to grow from 401,000 in 1971 to 550,000 in the year 2001. Approximately 80% of the growth within the Region will be due to natural increase (births minus deaths).

II EMPLOYMENT GROWTH

It is anticipated that in the future, a greater portion of the Region's population will be in the working age group. There will also be more women in the work force than there have been in the past. These two factors, coupled with a growing Regional economy, will result in employment increasing from its 1971 level of 157,000 jobs to a level of 290,000 jobs in the year 2001.

Employment opportunities are projected to be available in a variety of industries as indicated in Table 1.

III HOUSING REQUIREMENTS

It is estimated that 79,000 housing units will be required to be built between 1976 and the year 2001. Housing requirements will vary on an annual basis dependent on prevailing characteristics of demand and market circumstances. The future demand for housing is anticipated to be influenced by:

1. smaller families
2. a greater number of single persons maintaining their own homes; and
3. families desiring ground related accommodation (detached, semis and townhouses).

The Regional housing mix in new housing is anticipated to be 37% detached and semis, 20% row and townhousing and 43% apartments. It is anticipated that 58% of the apartment units will be provided through redevelopment in the existing urban areas.

IV URBAN LAND REQUIREMENTS

Approximately 6,880 hectares (17,000 acres) of serviced land will be required to accommodate residential, commercial and industrial growth to the year 2001. Of this total new area, the anticipated expansion in the manufacturing sector of the Regional economy will require a minimum of 1,620 hectares (4,000 acres) of suitably located lands.

V POPULATION AND EMPLOYMENT BY MUNICIPALITY

In order to provide for the Region's growth, sufficient land and adequate municipal services will be required in each Area Municipality to accommodate that portion of the Region's population and employment growth which has been allocated to each Area Municipality.

The population and employment projections shown in Table 2 provide a general guide for planning the future development of the Region in each of the Area Municipalities and the required municipal services.

TABLE 1

Employment Projections — 2001 by Major Industry Group

Industry Group	1971	1981	2001
Primary (Agriculture, Forestry, Fishing and Mining)	2,943	2,900	3,000
Secondary (Manufacturing and Construction)	70,962	78,300	97,000
Tertiary (Transportation, Trade, Finance and Public Administration)	82,960	108,800	190,000
TOTAL	156,865	190,000	290,000

TABLE 2

Population and Employment Distribution by Municipality

MUNICIPALITY	POPULATION					EMPLOYMENT	
	1961	1971	Average Growth Rate Per year (1961-1971)	2001	Compounded Growth Rate Per Year (1971-2001)	1971	2001
FLAMBOROUGH	18,200	21,000	1.5%	26,000	0.8%	3,400	6,500
DUNDAS	12,900	18,600	4.4%	25,000	1.1%	4,600	6,600
ANCASTER	13,340	15,200	1.4%	23,000	1.7%	2,000	7,400
GLANBROOK	7,270	9,900	3.6%	14,600	1.6%	1,500	7,000
STONEY CREEK	22,470	27,400	2.5%	75,400	5.8%	6,900	29,000
HAMILTON	274,000	309,200	1.3%	386,000	0.8%	138,500	233,500
REGION	348,180	401,300	1.5%	550,000	1.2%	156,900	290,000

*Changes occurred in municipal boundaries when Regional Government was formed.

PART II

OFFICIAL PLAN POLICIES

1 THE REGIONAL DEVELOPMENT PATTERN

Most of the Region's existing population is located within a continuous central urban area which consists of the City of Hamilton and parts of the Towns of Dundas and Stoney Creek. The central urban area is flanked by small urban communities in the former villages of Ancaster and Waterdown. The remaining (approximately 87%) land area in the Region is of a rural character containing a mixture of hamlets, scattered strip residential developments and agricultural lands. The Region, therefore, provides for a variety of living styles including a central compact urban environment, suburban communities, rural hamlets, rural residential development and farmsteads.

GENERAL OBJECTIVES

The overall objective of this Plan is to allow a development pattern which will:

- continue to provide a choice of living environment (urban, suburban, rural) for the residents of the Region.
- provide guidelines and policies for:
  - a desirable expansion in the Regional economy in order that Hamilton-Wentworth can assume its role as a "Regional Centre" in accordance with the Provincial Toronto-Centred Region concept.
  - proper management of the Region'a natural resources for the benefit of the present and future residents of the Region.

The Regional Development Pattern is shown on Map No. 1. Policies which are directed to achieve the objectives of the Regional Development Pattern are included in the following sections.

2 URBAN POLICY AREAS

The Urban Policy Areas illustrated on Map No. 1 will accommodate approximately 97% of the new housing units required to be built to the year 2001, and thus most of the future growth in the Region. These areas will be provided with municipal water and sewage services.

Established highways, lot and concession lines have been used, where possible on Map No. 1, to show approximate limits of the future growth areas.

OBJECTIVE

- To designate urban areas which will receive municipal sewer and water services to accommodate anticipated growth to the year 2001.

2.1 GENERAL POLICIES

It shall be the policy of Regional Council:

2.1.1 To designate Urban Policy Areas as shown on Map No. 1.

2.1.2 That appropriate policy for the planning and development of lands within the Urban Policy Areas shall be incorporated in the Official Plans of the Area Municipalities including provisions for secondary plans to guide the development and redevelopment of lands consistent with the unique requirements of each planning unit.

2.1.3 To require the Area Municipalities to define Urban Policy Areas, which are not clearly delineated, by reference to highways, lots and concession lines on Map No. 1 to this Plan, more precisely in the Area Municipal Official Plans and in secondary plans.

The Urban Policy Areas which will require delineation by secondary plans are:

2.1.3.1 IN THE TOWNSHIP OF GLANBROOK

(a) Binbrook urban community of approximately 6,000 persons.

(b) Approximately 300 hectares (± 750 acres) of industrial development extending south of the industrial park on the east mountain in Hamilton.

(c) Approximately 120 hectares (± 300 acres) of industrial development in association with the expansion of Hamilton Civic Airport.

2.1.3.2 IN THE TOWN OF STONEY CREEK

(a) Winona urban community of a maximum of 3,000 persons.

2.1.3.3 IN THE TOWN OF ANCASTER

(a) Ancaster Urban community of approximately 18,000 persons west of Highway 403, and 23,000 persons east of Highway 403,

(b) Approximately 80 hectares (± 200 acres) of industrial development, and approximately 16 hectares (± 40 acres) of commercial and related uses, located east of Highway 403 and Southcote Road, and north of Highway 53; and,

(c) Approximately 280 hectares (± 700 acres) of industrial development and 20 hectares (± 50 acres) of commercial and related uses at the junction of Highway 2 and Highway 53.

2.1.3.4 IN THE TOWNSHIP OF FLAMBOROUGH

(a) Approximately 200 hectares (± 500 acres) of industrial development at Clappisons Corners.

(b) Waterdown urban community of approximately 10,000 persons.

2.1.4 That in determining the exact physical boundaries of the Urban Policy Areas in Area Official Plans and secondary plans the responsible Area Municipality will have regard for:

(a) The amount of land necessary to accommodate the anticipated populations indicated in this Plan;

(b) Preservation of prime agricultural lands and specialty crop areas;

(c) The inclusion of as many existing public and private community services within the urban policy areas as possible;

(d) The inclusion of existing pockets of concentrated development known to be facing potential public health hazards; and,

(e) Such other planning requirements consistent with this Plan as the responsible Area Municipality deems appropriate.

2.2 URBAN MULTIFUNCTIONAL CENTRES

OBJECTIVES

- To provide opportunities to decentralize some employment within the Region.
- To increase the provision and availability of services in suburban areas.
- To reinforce the role of existing centres.
- To provide a spatial framework to accommodate the expansion of the economy.
- To encourage a distribution of employment which will provide support for public transit.

2.2.1 REGIONAL CENTRE

It shall be the policy of Regional Council:

2.2.1.1 To designate central Hamilton as the Regional Centre.

2.2.1.2 To require that the City of Hamilton, in its Official Plan, recognize the Regional Centre as a multi-use area including the following activities:

(a) Retail

(b) Offices

(c) Compatible manufacturing

(d) Residential

(e) Social, community and health services

2.2.1.3 To require that the City of Hamilton, in its Official Plan, permit and encourage sufficient office and retail space in downtown Hamilton. Downtown Hamilton shall be developed in a fashion consistent with the characteristics of a Regional Centre and shall include:

(a) Provision for a wide range of retail outlets including major and junior department stores, specialty, food and general merchandise stores; and

(b) Provision for a wide range of office functions including head and branch offices of companies and offices of Provincial, Federal and Regional Governments.

2.2.1.4 To require that the City of Hamilton, in its Official Plan, establish a program to enhance the environment in the Regional Centre through urban design policies, retention of buildings of significant architectural or historic merit and the improvement of pedestrian and vehicular access and flows.

2.2.1.5 To support the City of Hamilton in its program of enhancement of the Regional Centre through the provision of appropriate Regional facilities and services.

2.2.1.6 To promote the location of a multi-mode (trains, buses) transportation terminal in the Regional Centre if feasible.

2.2.2 SUB-REGIONAL CENTRES

It shall be the policy of Regional Council:

2.2.2.1 To designate two sub-regional centres, including one above the Mountain and one below the Mountain. The approximate location of these centres is shown on Map No. 1.

2.2.2.2 To require that the Official Plans of the City of Hamilton and the Town of Stoney Creek include policies which recognize the sub-regional centres as multi-use areas which include the following activites:

(a) Retail

(b) Offices

(c) Residential

(d) Social, community and health services

2.2.2.3 To require that the development of the sub-regional centres will be provided with adequate public transit and road access.

2.2.2.4 To consider locating some of its Regional services in the sub-regional centres and encourage the location of relevant services of other levels of government in these centres.

2.2.3 MUNICIPAL CENTRES

It shall be the policy of Regional Council:

2.2.3.1 To recognize a municipal centre in each of the Area Municipalities of Flamborough, Dundas, Ancaster, Stoney Creek and Glanbrook. The location of the centre in each municipality is the responsibility of the respective municipality.

2.2.3.2 To require that Area Municipalities in their Official Plans, include policies which identify and support the role of a municipal centre as a focus for local municipal activity.

2.2.3.3 To require that the policies of the Area Municipalities for their municipal centres include appropriate provision for:

(a) Automobile access, flows and parking, public transit accessibility, and pedestrian flows;

(b) Residential accommodation;

(c) Retail and office floor space and quantity provisions for each; and,

(d) Urban design considerations.

2.3 INDUSTRIAL-BUSINESS PARKS

OBJECTIVE

To provide sufficient fully serviced industrial land to encourage growth in industrial employment, and to provide an adequate choice of locations for both new industrial firms and existing firms desiring to relocate in the Region.

POLICIES

It shall be the policy of Regional Council:

2.3.1 *To designate Industrial-Business Parks shown on Map No. 1 to accommodate, primarily future manufacturing, construction and wholesale establishments and truck terminals. Ancillary and service type uses supporting the primary activites as well as recreational facilities and limited office development associated with the primary uses may be permitted.

2.3.2 To require that the Area Municipal Official Plans contain appropriate policies for the existing non residential uses located within designated Industrial-Business Parks recognizing the requirements of such areas and containing provisions to maximize compatibility with surrounding uses.

2.3.3 To stage the servicing and development of new industrial areas in a manner which is consistent with the policies of this Plan. In order to implement this policy, Regional Council will develop a program to monitor the consumption of industrial land, and will attempt to maintain an adequate reserve of vacant industrial land to satisfy Regional requirements.

2.3.4 To encourage the Area Municipalities to adopt policies for the optimum use of industrially designated areas consistent with adequate design standards for such areas and the policies of this Plan.

2.3.5 To integrate where feasible provisions for public transit service in the development plans for new industrial areas subject to the approval of the appropriate Area Municipalities.

*For Clappisons Corners Industrial-Business Park only:

2.3.1 To designate Industrial-Business Parks shown on Map No. 1 to accommodate primarily future manufacturing, construction, wholesale establishments and truck terminals. Ancillary and service type uses, including limited office development and recreational facilities, which will not interfere or conflict with the primary activities may be permitted".

3 RURAL POLICY AREAS

Rural Policy Areas, which include Rural Settlements, are shown on Map No. 1.

OBJECTIVES

- To provide an orderly and efficient pattern of land use which promotes a healthy agricultural economy while minimizing the impact on the rural environment and the need for Regional physical services.
- To direct rural residential development to existing and future rural settlements and to minimize impact on agricultural lands.
- To provide maximum protection to natural resources and to preserve the rural character of the area.
- To reinforce the historical relationship between rural settlements and the surrounding farm community to which these provide basic services.
- To provide a place for retirement for the rural population as well as an alternative living style to large urban places.

3.1 GENERAL POLICIES

It shall be the policy of Regional Council:

3.1.1 To require the Area Municipalities to use the following criteria as a guide for development in the Rural Policy Areas:

(a) The capability of soils and strata for safe long term use of private sewage disposal systems;

(b) Suitable ground water supply as determined through hydrological and soil studies prepared in accordance with the terms of reference of the Region;

(c) The logical extension and/or infilling of existing development;

(d) Directing development to lands of lesser agricultural capability and/or away from viable farm operations; and,

(e) Directing development to rural settlements where practical.

3.1.2 To discourage the unnecessary division of viable farm operations and to protect from unnecessary development, lands on which there are or could be established viable farming operations.

3.1.3 To encourage in the Rural Policy Area only commercial and industrial uses which are directly related to and serve the agricultural community. Such uses may locate within the Rural Policy Area but shall be discouraged from locating on prime agricultural land and, where practical, encouraged to locate within designated rural settlements. Such uses shall be situated and developed so as to minimize negative effects on surrounding uses.

3.1.4 To permit recreational and related uses in the Rural Policy Area if recognized specifically in the Area Municipal Official Plan but to discourage such uses from locating on prime agricultural lands and to direct them to lands less suited to agriculture and to locations where their negative impact on surrounding uses will be minimized.

3.1.5 That Area Municipal Official Plans and implementing secondary plans shall designate and define non-agricultural developments within the Rural Policy Area and include appropriate policies for such uses.

3.1.6 In considering the appropriateness of non-agricultural designations, regard shall be given to the following:

(a) The necessity of the proposed use to serve the needs of the rural community;

(b) The availability of alternate suitable locations within the Urban Policy Area and the appropriateness of the proposed use to the Rural Policy Area;

(c) The suitability of the site for the proposed use and its compatibility with the existing and proposed adjacent uses;

(d) The cost of provision of necessary services; and,

(e) The cumulative long term impact of the proposed development on the natural capability of the land to provide a potable source of water and to safely accommodate the disposal of sanitary sewage.

3.1.7 That all proposals for development in the Rural Policy Area shall meet the requirements of the Area Municipal Official Plan and the relevant policies of the Regional Official Plan.

3.1.8 That the expansion of existing commercial and industrial uses shall be permitted only in cases where it can be demonstrated that relocation of the use to a more appropriate location is not practical and provided the Region, in consultation with the Area Municipality, is satisfied that the proposed expansion is both necessary and desirable.

3.1.9 In co-operation with the Area Municipalities, to encourage the senior levels of government to develop policies and programs which will improve the economic viability of the farming industry, including:

(a) A review of federal tariff policies by the Federal Government; and,

(b) The establishment of a public grant system assisting starter farmers who otherwise are unable to purchase land for a workable farm operation.

3.1.10 In co-operation with the Area Municipalities, to maintain and strengthen farm viability by:

(a) Encouraging industries which process local farm products to locate in the rural areas on poorer quality agricultural lands; and,

(b) Restricting severances in areas of high agricultural capability in compliance with the severance policies contained in Section 6 of this Plan.

3.1.11 That none of the provisions of this section shall preclude the use of lands for municipal purposes.

3.2 RURAL RESOURCE AREAS

3.2.1 AGRICULTURE AND SPECIALTY CROP AREAS

Agriculture and Specialty Crop areas are defined as lands where agricultural soil Classes 1 and/or 2 of the Canada Land Inventory predominate and which are generally free from the intrusion of non farm uses.

OBJECTIVE

- To preserve high capability agricultural lands and specialty crop areas for food production and as a basis for the rural community and the rural way of life.

POLICIES

It shall be the policy of Regional Council in the Agriculture and Specialty Crop Areas:

3.2.1.1 That the predominant use of land shall be farming.

3.2.1.2 To encourage the continuation of existing farming operations and the establishment of new viable farms.

3.2.1.3 To direct non farm development toward rural settlement areas.

3.2.1.4 To encourage Area Municipalities, in consultation with the Region and other relevant agencies, to designate in detail and provide appropriate policies for prime agricultural areas in their Official Plans.

3.2.1.5 To discourage the unnecessary removal of top soil from prime agricultural lands and to encourage Area Municipalities to enact appropriate By-laws under the provisions of the Topsoil Preservation Act to regulate the removal of top soil.

3.2.2 MINERAL RESOURCE AREAS

Mineral Resource Areas are identified on Map No. 2. The designations on this map are general in nature and may be refined without amendment to the Regional Official Plan in Area Official Plans after appropriate study detailing the precise boundaries and locations of the specific gravel, sand and stone aggregate resource areas.

OBJECTIVE

- To protect mineral aggregate resource areas for present and future extractive purposes.

POLICIES

It shall be the policy of Regional Council:

3.2.2.1 To protect mineral aggregate resource areas for extractive purposes.

3.2.2.2 To permit, in conjunction with mineral extraction, associated uses such as:

(a) Aggregate storing,

(b) Crushing and screening of aggregate,

(c) Concrete mix manufacturing, and

(d) Asphalt mix manufacturing,

if permitted by an implementing zoning by-law.

3.2.2.3 To permit other uses such as agricultural, forest, open space and limited recreational, which would not preclude the future use of these lands for mineral extraction.

3.2.2.4 To require Area Municipalities to designate prime mineral aggregate resource areas for extractive purposes in their Official Plans, and to include policies for the location, operation and rehabilitation of pits and quarries within these mineral aggregate resource areas.

3.2.2.5 To encourage Area Municipalities to pass by-laws to regulate the establishment, operation and rehabilitation of extractive operations.

3.2.2.6 That, upon the termination of an extractive operation and when the rehabilitation of the extractive site has been completed to the satisfaction of the Regional Municipality, Area Municipalities and the Ministry of Natural Resources, consideration will be given to change the designation to a new land use which shall conform to Regional and Area Municipal policies.

3.2.2.7 To comment on any application for issuance of a license for a proposed pit or quarry operation.

3.2.2.8 To permit temporary licensed quarries and wayside pits, for the construction and maintenance of public roads, subject to the approval of the Area Municipality, the appropriate designation in the Area Municipal Official Plans and the policies contained in this Plan.

3.2.2.9 To monitor each mineral resource extraction operation within the Region for the purpose of analyzing its effect on:

(a) The environment,

(b) Transportation and road facilities, and

(c) Rehabilitation activities.

3.2.2.10 To require a buffer, which is satisfactory to the appropriate public authorities, where a proposed extractive operation abuts an environmentally sensitive area.

3.3. RURAL RESIDENTIAL DEVELOPMENT

3.3.1 Rural Settlements

It shall be the policy of Regional Council:

3.3.1.1 To recognize the following Rural Settlements as being the areas in the rural parts of the Region to which rural development will be directed in the future:

FLAMBOROUGH

- Beverly Hills
- Carlisle
- Copetown
- Flamborough Centre
- Freelton
- Greensville
- Harper's Corners
- Kirkwall
- Lynden
- Millgrove
- Orkney
- Rockton
- Sheffield
- Strabane
- Troy
- Westover

ANCASTER

- Copetown
- Jerseyville

GLANBROOK

— Woodburn

— Mount Hope

3.3.1.2 That in the Rural Settlements of Greensville and Lynden no further development shall be permitted until such time as existing problems with sewage disposal and the availability of a safe supply of potable water have been overcome.

3.3.1.3 To require that Area Municipalities incorporate in their respective Official Plans the following:

(a) Policies providing for detailed secondary planning for each of the designated Rural Settlements, and

(b) The location and physical limits of planned development in each of the designated Rural Settlements.

3.3.1.4 That secondary plans shall be required for all designated Rural Settlements and that these secondary plans shall be subject to the review and endorsement of Regional Council.

3.3.1.5 That secondary plans will establish the type of development proposed, its geographical limits, the total amount of growth and the size and location of lots to be created in the Rural Settlements.

3.3.1.6 That development within Rural Settlements will be required to conform to the secondary plan adopted by Area Municipal Councils and be consistent with the provisions of this Plan.

3.3.1.7 That development within Rural Settlements shall generally occur by means of plans of subdivision. Limited development by way of consent for severance will be permitted if in conformity with the adopted secondary plan for the Rural Settlement and if located so as not to interfere with future subdivision development plans.

3.3.2 RURAL RESIDENTIAL ESTATE DEVELOPMENT

OBJECTIVE

- To provide an alternative choice of living in the Region for persons, who by choice, prefer living in a rural setting.

POLICIES

It shall be the policy of Regional Council:

3.3.2.1 That Rural Residential Estate Development may only be considered in those areas which are appropriately designated in the respective Area Municipal Official Plan.

3.3.2.2 That Rural Residential Estate Development must be sufficiently physically separated from areas of existing development so as not to create a demand for the unplanned extension of existing services.

3.3.2.3 That Rural Residential Estate Development shall be considered only by plan of subdivision on the basis of individual services.

3.3.2.4 That Rural Residential Estate Development shall be discouraged on prime agricultural land and on lands forming part of a viable farm and shall not be permitted on: land subject to flooding or other hazardous conditions, land which is unsuitable for private sewage systems, or where an adequate supply of potable water is not available.

3.3.2.5 That Rural Residential Estate Development shall only be considered where environmentally sensitive areas, conservation areas, open space areas, areas with recreational features, mineral aggregate resource areas, commercially viable wood lots, hazard lands or recognized archeological and historic sites will not be adversely affected.

3.3.2.6 That Rural Residential Estate Development must be in harmony and blend with the landscape and not create any adverse impact on the quality of the natural environment.

3.3.2.7 That an environmental impact statement in accordance with the provisions of this plan and a detailed site plan shall be submitted in conjunction with the application for a proposed plan of subdivision for Rural Residential Estate Development.

3.3.2.8 That Rural Residential Estate Development must be compatible with surrounding uses and comply with the distance requirements of the Agricultural Code of Practice.

3.3.2.9 That proposals for Rural Residential Estate Development should be directed to those areas which:

(a) Have direct access to a paved public road;

(b) Are provided with school bus service;

(c) Do not create any adverse effect on traffic movements on main roads;

(d) Are not adjacent to or near roads which are extensively used by heavy vehicles; and

(e) Are adequately removed from other incompatible land uses including, but not limited to, existing and abandoned solid waste disposal sites, major transportation facilities, heavy industries, intensive agricultural operations, sewage treatment plants, and active quarry operations, such that possible adverse environmental effects, such as noise, vibration, odour, gas, particulates, etc., are not experienced.

3.3.2.10 That Rural Residential Estate Development may be permitted only where no additional demand for municipal services above the level presently provided will result.

3.3.2.11 That Rural Residential Estate Development may be permitted in areas characterized by one or more of the following:

(a) Varied landscape;

(b) Treed areas having sufficient open area for the required dwellings and septic tank tile fields;

(c) Scenic views; and

Shall be discouraged on flat open sites.

3.3.3 RURAL MOBILE HOME DEVELOPMENT

OBJECTIVE

- To provide an alternative choice of living accommodation in the Region.

POLICIES

It shall be the policy of Regional Council:

3.3.3.1 To require that each mobile home development is in compliance with the respective Area Municipal Official Plan.

3.3.3.2 To require that proposed mobile home development be permitted only:

(a) If it is authorized by an appropriate Zoning By-law.

(b) By a plan of subdivision.

(c) Subject to relevant Area Municipal policies regarding this type of development.

3.3.3.3 To consider mobile home development on the basis of requirements of the Ministry of Natural Resources, the Ministry of Environment and the local Health Unit, and all other relevant policies contained in this Plan.

3.3.4 RURAL LAND SEVERANCES

Provision for the severance of lands in the Rural Policy Areas are included in Section 6 of this Plan.

3.4 RURAL ECONOMIC DEVELOPMENT

OBJECTIVE

- To promote an orderly development of the Rural Policy Area while protecting and preserving the important features and rural character.

3.4.1 GENERAL POLICIES

It shall be the policy of Regional Council:

3.4.1.1 In the Rural Policy Areas of Hamilton-Wentworth, to permit appropriate industrial and commercial uses having as their predominant activity the utilization of the natural resources of the Rural Area or the servicing of the farming community. In such cases, municipal sewer and water services will not be required.

3.4.1.2 To encourage appropriate new business wishing to develop within the Rural Policy Areas to locate outside of the prime agricultural and specialty crop areas or in designated Rural Settlements in a manner in keeping with the physical capability of the terrain for potable ground water supply, and the disposal of sewage, and consistent with the policies of this Plan and the Area Municipal Official Plans.

3.4.1.3 To require that the Area Municipality Official Plans contain policies which recognize and regulate the existing industrial or commercial uses in the Rural Policy Areas to provide for the needs of such uses for future expansion and to include provisions to minimize negative impacts on the surrounding areas.

3.4.2 RURAL INDUSTRIAL-BUSINESS PARKS

It is the policy of Regional Council:

3.4.2.1 That the development of a limited number of dry Industrial-Business Parks in the Rural Policy Area, by designation in the Area Municipal Official Plan be permitted. Rural Industrial-Business Parks shall be restricted to sites which are highly accessible and which by reason of size, situation or other physical characteristics are poorly suited to agriculture.

3.4.2.2 That the development of a Rural Industrial-Business Park shall not proceed until the area and permitted uses are specifically recognized in the Area Municipal Official Plan and until appropriate policies including standards and regulations for the development of the Industrial-Business Park which minimize the adverse effects on surrounding uses and which are consistent with the policies of this Plan have been adopted in a secondary plan endorsed by the Region.

4 THE PARKWAY BELT WEST POLICY AREAS

The development of those lands in the Hamilton-Wentworth Planning Area that are affected by The Parkway Belt West Plan shall be governed by the provisions of the Parkway Belt West Plan, which forms part of this Plan, and in case of any discrepancy between The Parkway Belt West Plan and the remainder of this Plan, The Parkway Belt West Plan will prevail.

5 ENVIRONMENTAL PROTECTION

This section deals with areas of environmental significance which require protection. It includes policy provisions for the Lake Ontario Shoreline, forests and woodlots, environmentally sensitive areas and hazard lands.

5.1 LAKESHORE POLICY AREAS

The Lakeshore Policy Areas indicate the importance of protecting the shoreline of Lake Ontario from erosion, and the importance of providing public access to Lake Ontario for its use as a recreational resource area.

The Lakeshore Policy Areas are shown on Map No. 3.

OBJECTIVES

- To recognize public open space and recreation to be the predominant function of the lakeshore area and to protect the same from pollution and erosion.
- To provide a basis for regulating new development along the shoreline within the areas subject to flooding and erosion by maximizing safety factors against possible future property damage.

POLICIES

It shall be the policy of Regional Council:

5.1.1 That the predominant development within the Lakeshore Policy Area "A" shall be of a water oriented, recreational and/or open space character.

5.1.2 That all development within Lakeshore Policy Area "A" must be in keeping with the objective of protecting the shoreline against flooding and erosion and be consistent with the provisions of the Area Official Plan and where applicable, conforming to an appropriate secondary plan adopted by the Area Municipalities.

5.1.3 That residential development in Lakeshore Policy Area "A" may occur on the basis of plans of subdivision for Rural Residential Estate Development if provided for in the Area Municipal Official Plan. Where circumstances warrant, limited development by severance may be permitted if supported by the Area Municipality.

5.1.4 That no new lots for residential development in the Lakeshore Policy Area "A" shall be created having an area of less than 0.6 hectares (approximately 1.5 acres).

5.1.5 That Area Municipal Official Plans shall require site plan agreements for all development within the Lakeshore Policy Area "B". These shall incorporate adequate setbacks established in consultation with Regional Council.

5.1.6 To acquire, where feasible and possible, lands within the Lakeshore Policy Area "A" for open space purposes.

5.1.7 To require, in conjunction with new development, adequate shoreline protection for the preservation of the Lakeshore environment against erosion and pollution to the satisfaction of the Ministry of the Environment and the Ministry of Natural Resources.

5.1.8 That development of any structure will be controlled by policies to be included in the Area Municipal Official Plan.

5.1.9 That lands in Policy Area "A", which are not developed, be reviewed in a future study to ascertain appropriate locations for public access to the Lake Ontario shoreline and to make provisions for public access where feasible and possible.

5.1A Notwithstanding the policies as herein set out in Section 5.1, limited residential development may be permitted within the area bounded by the easterly boundaries of the Winona Urban Area and the Regional Municipality itself, and northerly of Base Line Road, either by way of Rural Residential Estate Development (in accordance with the provisions of SS. 3.3.2) or in-filling land severances, subject to the requirements of the local health authorities. In the case of Rural Residential Estate Development, such lots shall have a minimum lot size of 0.6 hectares (approximately 1.50 acres). The local municipality shall recognize the existing residential development within its own planning documents. Should the Region decide in future to extend services into the subject area, such extension(s) may be undertaken without an amendment to the Regional Official Plan.

5.2 FOREST AND WOODLOTS

OBJECTIVE

- To preserve, maintain and provide sufficient forested areas and woodlots for recreation, wildlife habitat and the maintenance of an aesthetic landscape.

POLICIES

It shall be the policy of Regional Council:

5.2.1 To protect and preserve municipal agreement forests, Woodland Improvement Act forests, plantations, woodlot and forest cover areas and forested water conservation areas, for wood and timber production, erosion control, ground water storage and wildlife habitat by adopting a by-law to regulate the cutting of trees.

5.2.2 To encourage private landowners to request the Ministry of Natural Resources or the appropriate Conservation Authority to assist in the management of their woodlots.

5.2.3 To discourage subdivision development and land severance in municipal agreement forests, Woodland Improvement Act forests and plantations.

5.2.4 To encourage the maintenance and enhancement of forest cover along stream banks and river valleys.

5.3 ENVIRONMENTALLY SENSITIVE AREAS

OBJECTIVE

- To protect to the fullest extent possible the Environmentally Sensitive Areas.

POLICIES

It shall be the policy of Regional Council:

5.3.1 To designate the following as Environmentally Sensitive Areas:

1. Beverly Swamp
2. Valens
3. Fletcher Creek Swamp Forest (Crieff Bog)
4. Hyde Tract, Rockton Tract and Beverly Sparrow Field
5. Rockton Wetland
6. Westover Wetland
7. Westover Drumlin Field
8. Forestry and Wildlife Area
9. Haysland Forestry and Wildlife Area
10. Millgrove Woodlot
11. Donald Farm Wetland
12. Christie Conservation Area
13. Spencer Gorge (Webster's and Tew's Falls)
14. Borer's Falls - Rock Chapel
15. Royal Botanical Gardens - Cootes Paradise
16. Summit Muskeg Preserve
17. Copetown Woods
18. Dundas Valley
19. Tiffany Falls
20. Hamilton Mountain (Radial Line)
21. Ancaster Creek Headwater
22. Hamilton Niagara Escarpment
23. Red Hill Creek - King's Forest
24. Felker's Falls and Niagara Escarpment

25. Niagara Escarpment - Devil's Punch Bowl East

26. Hydro Islands

27. Toll Gate Ponds

28. Red Hill Creek Marsh - Van Wagner's Marsh

29. Lake Medad

30. Saltfleet Woodlot

31. Tweedside Forest

32. Woodburn Floodplain

33. Sinclairville Lowland Forest

34. Hamilton Golf and Country Club Woodlot

35. Mountsberg

36. Bronte Creek Ravine

37. Carlisle Swamp

5.3.2 That boundaries of environmentally sensitive areas shown on Map No. 4 are general in nature and that more precise boundaries may be defined in Area Municipal Official Plans and Secondary Plans.

5.3.3 That the boundaries of Environmentally Sensitive Areas may be redefined as a result of a detailed Environmental Impact Statement without amendment to this Plan.

5.3.4 To recognize the existing legal use of land contiguous to and within Environmentally Sensitive Areas, as they existed at the time of approval of this Plan by the Ontario Minister of Housing while discouraging the expansion of Land uses deemed incompatible with an Environmentally Sensitive Area.

5.3.5 To recognize that lands designated as environmentally sensitive whether in private or public ownership, are accessible to the public only at the discretion of the owner.

5.3.6 That the Environmentally Sensitive Areas designated in this Plan are Regional in significance. In addition to these areas, Area Municipalities, in their Official Plans, may designate additional environmentally sensitive areas of local significance.

5.3.7 To co-operate with the relevant Conservation Authorities in the Regional Municipality, so as to maintain a comprehensive data base directed to monitoring the environment of Regionally designated Environmentally Sensitive Areas.

Such a data base will include a documentation of all environmental conditions at, or near the time of, designation. From time to time, the data base of these areas will be reviewed and any changes in environmental conditions will be included in the data base.

5.3.8 To add or remove Environmentally Sensitive Areas of Regional significance, from time to time, by amendment to this Plan. Such amendments will be based upon detailed analysis of the natural environment in the areas. The amendments may be prompted by the results of the monitoring program, changes in land use which are incompatible with the environmentally sensitive designation or proposals for the designation of new Environmentally Sensitive Areas which are supported by Environmental Impact Statements.

5.3.9 That specific guidelines for the preparation and approval of Environmental Impact Statements will be developed by Regional staff in consultation with the appropriate Provincial agencies.

5.3.10 That an Environmental Impact Statement referred to in the policies of this Plan shall contain:

(a) The environmental quality, uniqueness and character of the environmentally sensitive area in which the proposed undertaking will occur;

(b) A description of the purpose of the undertaking;

(c) A description of alternative methods of carrying out the undertaking;

(d) An evaluation of the advantages and disadvantages to the environment of the undertaking; and

(e) A description of and a statement of:

1 — The environment that will be affected or that might reasonably be expected to be affected, directly or indirectly,

2 — The effects that will be caused or that might reasonably be expected to be caused to the environment, and

3 — The actions necessary or that may reasonably be expected to be necessary to prevent, change, mitigate or remedy the effects upon or the effects that might reasonably be expected upon the environment, by the undertaking.

5.3.11 That in the Environmental Impact Statement the term environment is limited to the natural environment and means:

(a) Air, land or water (both surface and subsurface), and

(b) Plant and animal life, excluding man.

5.3.12 That the appropriate public authorities will be provided an opportunity to review and will make recommendations on the acceptability of the Environmental Impact Statement for an Environmentally Sensitive Area.

5.3.13 To encourage the Conservation Authorities having jurisdiction in the Regional Municipality, to preserve Environmentally Sensitive Areas by undertaking the following actions as part of their conservation programs:

(a) When funds are available, to acquire by purchase, lease or other means designated, Environmentally Sensitive Areas, where such areas or portions thereof are not being maintained in a manner which preserves the unique environmental aspects of the area:

(b) Pass regulations governing the use of Environmentally Sensitive Areas which they own. Such regulations will prohibit uses which might result in the loss of the natural attributes which formed the basis for designating the area environmentally sensitive;

(c) Enter into agreements with owners of properties in Environmentally Sensitive Areas to maintain the unique environmental qualities of such areas;

(d) Investigate and survey Environmentally Sensitive Areas with a view to imposing flood lines and/or fill lines as per the fill and construction and alteration to waterway regulations pursuant to the Conservation Authorities Act.

5.3.14 To encourage the Royal Botanical Gardens to manage its own properties so as to maintain the unique environmental attributes and to acquire property designated environmentally sensitive which is consistent with the objectives and legislation governing the activities of the Royal Botanical Gardens.

5.3.15 To require Area Municipalities to undertake the following actions in dealing with the Environmentally Sensitive Areas:

(a) Designate Environmentally Sensitive Areas in their Official Plans;

(b) Advise Regional Council and the relevant Provincial agencies and Conservation Authorities when proposals are received for a change in legal use of land or buildings through amendments to Official Plans and Zoning By-laws or an increase in the intensity of existing legal use by land severance, subdivision or variance;

(c) Require that a proponent requesting a change in the legal use or in the intensity of the existing use, submit an Environmental Impact Statement to the Regional and Area Municipalities; and

(d) Grant a change in the legal use or intensity of the existing legal use, only when both the Area Municipal Council and the Regional Council are satisfied that the proposal will not destroy the environmental features which formed the basis for the Environmentally Sensitive Area designated.

With the concurrence of the Regional Council, an Area Municipal Council may waive the requirement for an Environmental Impact Statement when it is determined that the Environmental Impact Statement is not warranted.

5.3.16 To approve development in a manner which minimizes adverse impacts on Environmentally Sensitive Areas.

5.3.17 To discourage severances in Environmentally Sensitive Areas where it is possible that the use of severed property would adversely affect the attributes which formed the basis for designating the area environmentally sensitive.

5.3.18 To manage property that the Regional Municipality owns within Environmentally Sensitive Areas in a manner which preserves the unique environmental attributes of such areas. Regional Council may acquire additional Environmentally Sensitive Areas suitable for:

(a) Extensions of existing Regional forests,

(b) Establishment of new Regional forest, and

(c) Establishment of Regional parks.

5.3.19 To seek the co-operation of adjacent Municipalities to protect Environmentally Sensitive Areas which are only partially located in Hamilton-Wentworth.

5.3.20 To encourage the Province to acquire and/or protect by any means at its disposal, Environmentally Sensitive Areas of Provincial significance in Hamilton-Wentworth.

5.3.21 To encourage public bodies, including the Conservation Authorities, Area Municipalities, the Provincial and Federal Governments and their Agencies and the Royal Botanical Gardens to undertake, on land which they own or have an interest in, only such changes of land use as are compatible with the environmentally sensitive designation.

5.3.22 To encourage public bodies to prepare management plans for any properties designated environmentally sensitive which public bodies own or in which such bodies have an interest. Generally, such plans will indicate how the public body will manage the land, including, but not limited to, the erection of buildings or structures, the construction of access roads and parking lots, management of vegetation and wildlife, and the management of public access. The management program so identified must be shown to be compatible with the Environmentally Sensitive Area designation.

It is not implied in this policy that the proper management of an Environmentally Sensitive Area requires the erection of buildings, the construction of roads, etc. Indeed, the best management program for particular sensitive areas may be to prohibit buildings, access roads or public access.

5.3.23 To encourage private land owners with lands within and abutting Environmentally Sensitive Areas to maintain their lands in a manner which preserves the natural attributes of Environmentally Sensitve Areas.

5.3.24 Where an environmental assessment of a proposal is being carried out under The Ontario Environmental Assessment Act, that assessment will be considered as fulfilling the Environmental Impact Statement requirements of this Plan.

5.4 HAZARD LANDS

Hazard Lands are defined as all lands having inherent environmental hazards, such as flood susceptibility, erosion susceptibility, or any other physical condition which is severe enough to cause property damage and/or potential loss of life if those lands were to be developed.

Local municipalities will incorporate in their Official Plans land use schedules showing Hazard Lands. In the absence of more detailed hazard land mapping, the basis of the Area Official Plans Hazard Land mapping shall be the Ministry of Natural Resources Hazard Land mapping and as its refinement, such established Fill and Flood Line mapping as may be approved from time to time by the appropriate Conservation Authority.

OBJECTIVE

- To discourage development in Hazard Lands which could result in loss of life and property.

POLICIES

It shall be the policy of Regional Council:

5.4.1 To discourage uses other than agriculture, conservation, forestry, wildlife management, public or private parks, golf courses and other outdoor recreational uses on Hazard Lands.

5.4.2 To discourage buildings or structures in areas designated as Hazard Land, except where such are intended for flood or erosion control or are normally associated with the water course protection works or bank stabilization projects and are approved by Regional Council in consultation with the appropriate Conservation Authority and the Ministry of Natural Resources.

5.4.3 To encourage Area Municipalities to impose building setbacks from the margins of the Hazard Lands in relation to the severity of the existing and potential environmental hazards.

5.4.4 To encourage Area Municipalities to zone Hazard Lands in a separate classification in the implementing Restricted Area By-law(s). Copies of all By-laws dealing with or affecting areas designated as Hazard Land should be sent to the Conservation Authority and the Ministry of Natural Resources.

5.4.5 Not to require amendments to Area Municipal Official Plans for changes to areas designated as Hazard Lands, as long as the changes are deemed to be suitable by Regional Council after consultation with the appropriate Conservation Authority and the Ministry of Natural Resources. Such changes should be given consideration after taking in account:

(a) The existing environmental hazards;

(b) The potential impacts of these environmental hazards;

(c) The proposed methods by which impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices; and

(d) The costs and benefits in monetary terms of any engineering works and/or resource management practices needed to overcome these impacts.

There is no public obligation, however, either to change the delineation of, or to purchase any area shown as Hazard Land.

5.5. WATER MANAGEMENT

OBJECTIVES

- To maintain ground water level and quality.
- To maintain stream flows and water quality and improve where possible.
- To maintain and enhance forest cover on headwater and feeder areas for streams and rivers.
- To establish and maintain necessary flood control systems.

POLICIES

It shall be the policy of Regional Council:

5.5.1 To discourage development that may have a detrimental effect upon municipal water sources.

5.5.2 To encourage design and construction of municipal drains and public works projects so as to reduce detrimental effects upon the surrounding environment.

5.5.3 To encourage Conservation Authorities to undertake engineering studies to determine the flood lines of all major watercourses in the Region.

5.5.4 To co-operate with the Conservation Authorities and the Ministry of Natural Resources to establish programs for comprehensive Water Management.

5.5.5 To encourage Area Municipalities to include appropriate policies for storm water and watershed management in their Official Plans.

6 LAND SEVERANCE

6.1 GENERAL POLICIES

It is intended that the Regional Severance Policies as set out in this section will be implemented on behalf of the municipalities by the Regional Land Division Committee.

It is the policy of Regional Council that severances within the Region will be given consideration only if the applicant demonstrates that his application for consent is warranted and in conformity with the following policies:

6.1.1 Extensions to linear or ribbon development along roadways are to be discouraged.

6.1.2 Direct access to Provincial and/or Regional roads will be discouraged. Access to Provincial Highways must conform with the access requirements of the Provincial Ministry of Transportation and Communications.

6.1.3 The long term septic disposal capability of soils is to be considered in determining appropriateness of development and lot sizes created by severance. Regard is to be had to Map No. 5 of this Plan. The lot size requirement shown on this map may be varied if justified on the basis of the conclusions of a soil capability ground water impact study undertaken in relation to the proposed development and in accordance with the terms of reference of the Region.

6.1.4 The owner must prove to the appropriate authority that a sufficient potable ground water supply is available for the intended use of the land prior to the endorsement of the deed by the Secretary of the Land Division Committee.

6.1.5 In considering severances for parcels of land, regard shall be had to the prevailing policies of Regional Council. No severance shall be permitted unless the application complies with the policies of the Regional Official Plan, Area Municipal Official Plan, the requirements of the Planning Act, and the provisions of the municipal zoning by-laws.

6.1.6 Any filling to raise the level of the land for the construction of a structure or septic tank tile field must be in accordance with the Fill and Flood Plain Regulations of the appropriate Conservation Authority.

6.1.7 Consent to sever will not be permitted in areas identified as environmentally sensitive if there is a hazardous condition or if the proposed use would detrimentally affect the environmental characteristics of the subject parcel of land, and all consents for such lands will be conditional upon the applicant submitting an acceptable Environmental Impact Statement to the Region for its consideration.

6.1.8 Consent to sever a parcel of land in areas within the Regional Floodplain and areas which have hazardous conditions shall be prohibited except when required to allow the undertaking of a necessary public work for flood or erosion control or for watercourse protection or the conservation of land.

6.1.9 Consent for a severance shall be discouraged in woodlots.

6.1.10 Consent for a severance shall be prohibited in areas which are covered by an agreement with the Ministry of Natural Resources.

6.1.11 Consent for severance shall be prohibited in forests which include wood suitable for lumber production.

6.1.12 Consent to sever for residential uses will be discouraged in the mineral aggregate resource areas shown on Map No. 2.

6.1.13 Consent to sever will be subject to the minimum distance requirement of the Province, in areas adjacent to existing or proposed mineral aggregate extraction operations.

6.1.14 Consents for severance in Lakeshore Policy "A" (Map No. 3) shall conform with the provisions of Section 5.1 of this Plan.

6.2 RURAL POLICY AREAS

6.2.1 GENERAL POLICIES

It is the policy of Regional Council that severances within the Rural Policy Areas as identified on Map No. 1 in this Plan will be given consideration only if the applicant demonstrates that his application for consent is warranted and in conformity with the following policies:

6.2.1.1 Non-farm uses and supporting or auxiliary agricultural uses in the Rural Policy Area including agricultural/industrial and agricultural/commercial uses, shall locate in designated Rural Settlements, unless specifically permitted under the policies of this Plan.

6.2.1.2 Consent for a severance must comply with the distance requirements of the Agricultural Code of Practice and be sufficiently separated from nearby incompatible land uses to minimize adverse environmental effects.

6.2.1.3 Consent for a severance shall be discouraged where it extends any Rural Settlement beyond the limits established in the Regional and Area Municipal Official Plans and implementing secondary plans.

6.2.1.4 No portion of a dwelling or tile bed on a lot to be created is to be permitted within a distance of 60 metres (approximately 200 ft.) from any stream, natural watercourse or pond, or 15 metres (approximately 50 ft.) from a Regional Floodline, whichever is the greater distance.

6.2.2 RURAL AREA POLICIES

It is the policy of Regional Council that:

6.2.2.1 Any parcel severed in the rural area shall:

(a) Be located on the least productive portion of the applicant's land holding, where possible;

(b) Have appropriate frontage on a public road; and

(c) Not interfere with the efficient agricultural operation of remaining lands and adjacent lands.

6.2.2.2 On prime agricultural lands or a viable farm operation, the size of the parcel severed shall be limited to the requirements of the intended use and generally shall not be larger than the lot size requirements as shown on Map No. 5.

6.2.2.3 No severance shall prejudice the viability of a farm unit.

6.2.2.4 Consent to provide a lot for farm help shall be prohibited. A second farm residence for farm help may be permitted through appropriate zoning regulations without the necessity for a severance.

6.2.2.5 Consent for a severance shall be prohibited if such severance would adversely affect the rural environment and landscape.

6.2.2.6 No severance shall be permitted which creates an infilling situation under the provisions of this Plan.

6.2.2.7 Consent to sever land in areas having soil Classes 1 and 2, as defined in the Canada Land Inventory, and in specialty crop areas, shall be considered only if in accordance with Policies 6.2.2.10 to 6.2.2.14 inclusive and the other policies of the Plan.

6.2.2.8 Consent to sever lands in areas having soil Classes 3, 4, 5, 6, 7 and 0, as defined in the Canada Land Inventory, which are part of a viable farming operation shall be considered only if in accordance with Policies 6.2.2.10 to 6.2.2.14 inclusive, and the other policies of the Plan.

6.2.2.9 Lands in areas having soil Classes 3,4,5,6,7 and 0, as defined in the Canada Land Inventory, which are not part of a viable farming operation shall only be considered for the severance of a lot:

(a) If the applicant:

1. Has a property of at least 20 hectares (approximately 50 acres),
2. Has owned the property for at least 10 years,
3. Has had no consents granted from the land within the last 10 years,
4. Does not create a property smaller than 10 hectares (approximately 25 acres), and
5. Conforms with the other policies of this Plan.

OR

(b) If the application is considered under Policies 6.2.2.12 to 6.2.2.15, inclusive.

6.2.2.10 No consents from a viable farming operation shall be considered except for one of the following farm related uses:

(a) A retirement lot for a bona fide farmer so long as:

1. The farmer retains a residential lot with the existing farm dwelling and continues to live therein and conveys the remaining lands or the farmer retains a residential lot to build a retirement dwelling for himself, and conveys the farm including the existing farm dwelling.

2. Only one lot to the farmer is created for this purpose, and

3. The application conforms with the other policies of this Plan.

Retiring farmers wishing to remain in a rural environment shall be encouraged to locate in a rural settlement.

(b) A residential lot to a son or daughter of a bona fide farmer so long as:

1. The farmer complies with Policy 6.2.2.11,

2. The child's assistance is essential to the farming operation,

3. The applicant has had no severances granted from the land within the last 10 years, and

4. The application conforms with the other policies of this Plan.

However, the applicant is encouraged to construct a second residence on the farm in accordance with zoning regulations rather than severing a lot, in order to retain the land and the residence as an asset of the existing farm operation.

(c) A surplus farm house created as a result of a farm consolidation by a bona fide farmer so long as:

1. The farmer complies with Policy 6.2.2.11,

2. The applicant has had no severances granted from the land within the last 10 years, and

3. The application conforms with the other policies of this Plan.

(d) A farm consolidation in accordance with Policy 6.2.2.12.

6.2.2.11 No consents under Policy 6.2.2.10 (a), (b) and (c) shall be considered:

(a) Unless the applicant has a viable farming operation;

(b) Unless the applicant has owned, resided on and actively farmed the property for the last 10 years;

(c) Unless the applicant has owned the land prior to January 1, 1977; and

(d) Unless the remaining parcel of land, or for the retiring farmer, the conveyed parcel of land, is a viable farming operation and not less than 20 hectares (approximately 50 acres) in size.

However, no consent will be granted if the applicant has already had 2 previous severances from his lands, unless the present application is for a retirement lot.

6.2.2.12 A consent may be considered if it is necessary for the consolidation of productive agricultural holdings by the acquisition of abutting lands for the purposes of increasing the size of, or establishing a viable farming operation.

6.2.2.13 A consent to sever a parcel of land for infilling purposes may be considered so long as:

(a) Such consent is not specifically prohibited in an Area Municipal Official Plan;

(b) the subject land is fronting on a public roadway;

(c) The subject land is situated between two existing "non-farm" residential dwellings fronting on the same side of the road which are not more than 60 metres (approximately 200 feet) apart;

(d) The subject land is situated within existing linear development; and

(e) The application conforms with the other policies of this Plan.

6.2.2.14 A consent to sever a residential lot may be considered if the total existing property is not greater than 0.8 hectares (approximately 2 acres) in size and contains more than one residential dwelling.

6.2.2.15 A consent to sever for rural residential estate development shall be considered only if permitted by the Area Municipal Official Plan and as part of a plan of subdivision.

6.2.2.16 Additional provisions as deemed necessary and appropriate by an Area Municipality may be required so long as such provisions are not contrary to the other provisions of this Plan or its intent.

6.2.3 RURAL SETTLEMENT POLICIES

It is the policy of Regional Council that severances within the Rural Settlements will be given consideration only if the applicant demonstrates that his application for consent is warranted and in conformity with the following policies:

(a) Consents for severance within the limits of designated Rural Settlements must comply with the provisions of the Policies of Section 3.3.1 of this Plan;

(b) Consents for severance shall be discouraged where such severance would interfere with land assembly for the purpose of planned development;

(c) The severance must conform with the other policies of this Plan; and

(d) The severance must conform with the policies in the Area Municipal Official Plan and secondary plans.

6.3 URBAN POLICY AREAS

It is the policy of Regional Council that severances within the Urban Policy Areas will be given consideration only if the applicant demonstrates that his application for a consent is warranted and in conformity with Policies 6.1.1 to 6.1.14 inclusive, and the following policies:

6.3.1 Consents for severance shall be discouraged for any land which does not have full municipal services.

6.3.2 Consents for severance shall not expand the Urban Area beyond that which is designated in the Regional and Area Municipal Official Plans.

6.3.3 Consents for severance shall be discouraged where such severance would interfere with land assembly for the purpose of planned development.

7 ECONOMIC DEVELOPMENT

This section of the Plan contains policies regarding the economy of the Region.

OBJECTIVES

- To encourage development of a strong Central Business District in downtown Hamilton to function as the "Regional Centre", and "Sub-Regional Centres" on the Hamilton Mountain and the East Hamilton - Stoney Creek boundary below the escarpment.
- To encourage diversification within the Area Municipalities in terms of services offered, so that in concert with the Regional Centre, a broad range of service is available to the residents of the Region as well as the "larger economic area" beyond the Region, in accordance with the inter-Regional role established for Hamilton-Wentworth by the Province in its Toronto-Centred Region Concept.
- To encourage the provision of sufficient job opportunities for residents of the Region.
- To diversify job opportunities within the Region.
- To provide opportunities for each Area Municipality to increase and diversify its non-residential tax base by encouraging an increase in total job opportunities in each Area Municipality in suitable proportion to its population.
- To protect the economic viability of the agricultural industry.
- To ensure that the residents and businesses of the Region will have access to the widest possible range of community, business and personal services within the Region.

7.1 GENERAL POLICIES

It shall be the policy of Regional Council:

7.1.1 To co-operate with senior levels of government in the collection of economic data and in the development and implementation of economic policy programs which have an impact on Hamilton-Wentworth.

7.1.2 To co-operate with and encourage firms in the private sector to develop and locate within the Region in a manner which is compatible with the objectives of this Plan.

7.1.3 To encourage and support educational agencies in the Region in developing the skills of the Region's residents to meet the job requirements of the future.

7.1.4 To encourage and support the public and private sectors to provide job training and employment opportunities for the physically handicapped.

7.2 PRIMARY SECTOR

7.2.1 AGRICULTURE

OBJECTIVES

- To encourage the provision of adequate and stable incomes for farm operators.
- To recognize the part-time farm operators will play a continuing role in providing food supplies.
- To minimize the uncertainty of the future use of agricultural land so that agricultural land prices will be more directly related to the agricultural capability of the land.

POLICIES

It shall be the policy of Regional Council:

7.2.1.1 To discourage the creation of smaller farm units unless it can be proven that the smaller farm units in question can provide sufficient returns to support a "full-time farmer" and his family.

7.2.1.2 To support senior government programs and encourage the development of new programs which seek to provide adequate and stable income for farmers.

7.2.1.3 To recognize that there is a continuing role for part-time farmers and to seek to protect such farm operations in the same manner in which it will protect farms which support full-time farm operators.

7.2.2 MINING

OBJECTIVE

- To ensure the continued availability of mineral resources while minimizing the adverse impact of the mining industry.

POLICIES

It shall be the policy of Regional Council:

7.2.2.1 To designate mineral resource areas and promote those uses on such lands which are directly related to the mining, processing and transportation of the mineral resource.

7.2.2.2 To require that Area Municipal Official Plans contain policies specifying interim uses for lands designated for future mineral extraction. Such interim uses permitted in the Area Municipal Plans will not inhibit the use of the extractive areas for mining purposes.

7.2.2.3 To encourage and facilitate the co-ordinated and orderly transition of those extractive industries which are included in the urban boundary and which are designated for an alternate land use in this Plan and the Area Municipal Official Plans.

7.3 SECONDARY SECTOR

7.3.1 MANUFACTURING

OBJECTIVES

- To provide sufficient opportunities for the diversification of the manufacturing industry.
- To facilitate the growth and expansion of the Region's existing manufacturing firms.
- To provide sufficient suitably located serviced industrial land to accommodate the anticipated growth in manufacturing employment.

POLICIES

It shall be the policy of Regional Council:

7.3.1.1 To require that new manufacturing plants be located on designated industrial land that has full municipal services (piped water and sewage) except for:

(a) Manufacturing plants which process the agricultural or natural resource commodities of rural Hamilton-Wentworth provided that such plants will not require municipal sewer and water services; and

(b) Manufacturing plants which will not require municipal sewer and water services and which locate in areas designated unserviced industrial in the Official Plans of the Area Municipalities.

7.3.1.2 To attempt to accommodate on new industrial land, those manufacturing firms which are presently located in the Region but must relocate or expand.

7.3.1.3 To encourage Area Municipalities to meet with individual manufacturing firms which are experiencing difficulties at their present site. Such difficulties, such as the need for expansion or an improvement in access to the plant, will be resolved, where possible, at the local level. The objective of such a program will be to remove, wherever possible, minor irritants to the manufacturing operation and improve the compatibility between the manufacturing operation and adjacent land uses.

7.3.1.4 To retain and promote areas suitable for manufacturing in the developed urban area of the Region. Such manufacturing areas must be compatible with abutting or nearby non-industrial uses. In support of this policy, the Region encourages the Area Municipalities to undertake studies of existing manufacturing areas and adjacent areas where the relationship of such use is the cause of problems. These studies will recognize any possible adverse environmental effects, including noise, vibration, odour, dust and other contaminants from manufacturing, and specify adequate separation distances and other measures to mitigate adverse environmental effects. The studies should provide a basis for Area Municipal action. Where it is possible that Regional services might be affected by the policy options of the studies or where Regional funds may be required to resolve some of the identified problems, Regional Council should be involved in the studies.

7.3.1.5 To encourage manufacturing firms, when they are considering the construction of separate structures for their office functions, to locate such offices in designated centres in the Region as indicated in the policies of this Plan.

7.3.2 CONSTRUCTION

OBJECTIVES

- To encourage seasonal and annual stability of construction employment.
- To create a suitable climate for the growth of Regional construction firms.

POLICIES

It shall be the policy of Regional Council:

7.3.2.1 To attempt to ensure a continuous construction program through its capital budgeting program.

7.3.2.2 To ensure that local construction firms are fully aware of construction opportunities offered by the Region.

7.4 TERTIARY SECTOR

7.4.1 TRADE

OBJECTIVES

- To encourage the provision of a sufficient level and variety of retail activity in the Region to accommodate the demands of residents of the Region and residents of areas adjacent to the Region.
- To ensure that major new retail developments in the Region do not jeopardize the economic viability of existing retail outlets.

POLICIES

It shall be the policy of Regional Council:

7.4.1.1 To support the provision of the widest range of shopping facilities and the widest possible choice of goods and services for residents of the Region and for those persons outside of the Region who depend on such facilities within the Region, consistent with the policies of the Area Municipal Official Plans and this Plan.

7.4.1.2 To encourage retail activities to locate in shopping centres, existing and planned retail areas and in the Regional, Sub-regional and Municipal centres, as identified in this Plan and the Official Plans of the Area Municipalities.

In encouraging appropriate shopping centre developments in the Region, Regional Council adopts the following criteria for the hierarchy of shopping centres:

(a) A Regional shopping centre has 37,000 square metres (approximately 400,000 square feet) or more of gross leasable retail/commercial floor space;

(b) A District shopping centre has 23,000 to 37,000 square metres (approximately 250,000 to 400,000 square feet) of gross leasable retail/commercial floor space;

(c) All shopping centres smaller than 23,000 square metres (approximately 250,000 square feet) of gross leasable retail/commercial floor space will be governed solely by the policies of the Area Municipalities as stated in their Official Plans.

The location of neighbourhood convenience retail stores will be governed by the policies of the Area Municipalities in their Plans.

7.4.1.3 To promote downtown Hamilton as the most important retail centre in the Region offering the widest range of goods and services of any single location in the Region.

7.4.1.4 To require that any proposals for a new "Regional or District Shopping Centre" or the expansion of an existing shopping centre into a Regional or District shopping centre, which is not provided for in this Plan and the Official Plans of the Area Municipalities, must be approved by Regional Council in addition to the approval of the Area Municipality, and any other government approvals which may be required.

7.4.1.5 To approve only those proposed Regional or District shopping centres which do not jeopardize the viability of other existing and approved retail centres in the Region, and which are consistent with the development policies of Regional Council and are in accord with any other criteria Regional Council may deem relevant, including the provision of Regional facilities and services.

7.4.1.6 To not approve any proposal for a District or Regional shopping centre in the Rural Policy Area.

7.4.1.7 To require that developers of Regional and District shopping centres include in the design and development of their centres appropriate access and provisions for public transit to service the proposed centre.

7.4.1.8 To discourage wholesale/warehouse firms from locating in retail centres. Wholesale firms are defined as those business establishments for which the primary activity is buying and/or storage of merchandise for resale and/or distribution to such non-household consumers as retailers, manufacturers and institutions.

7.4.2 FINANCE, INSURANCE AND REAL ESTATE

OBJECTIVES

- To ensure that the residents and businesses of the Region will have access to the widest possible range of financial, insurance and real estate services.
- To encourage finance, insurance and real estate services of a Regional or district branch nature, and serving an area extending beyond Hamilton-Wentworth's boundaries, to locate in the Region.

POLICIES

It shall be the policy of Regional Council:

7.4.2.1 To promote the Region as an attractive location for regional or district offices of finance, insurance and real estate firms.

7.4.2.2 To encourage the location of head offices and large branch offices of finance, insurance and real estate firms serving region wide or specialized interests to locate in downtown Hamilton.

7.4.3 COMMUNITY, BUSINESS AND PERSONAL SERVICES AND PUBLIC ADMINISTRATION

OBJECTIVES

- To provide a diversity of community, business and personal services within the Region.
- To attract and retain those community, business and personal services which serve areas beyond the Regional boundary.
- To encourage Hamilton-Wentworth to develop as an administrative centre offering a broad range of government (local, provincial and federal) services to residents of the Region and areas adjacent to the Region.

POLICIES

It shall be the policy of Regional Council:

7.4.3.1 To ensure that residents and businesses of the Region have access to the widest possible range of community, business and personal services within the Region.

7.4.3.2 To promote the Region as an attractive location for community, business and personal services which serve areas within and beyond Hamilton-Wentworth.

7.4.3.3 To encourage region-wide or specialized community, business and personal services and public administration offices to locate in downtown Hamilton.

7.4.3.4 To monitor proposals for the expansion of existing, or the construction of new facilities of major institutions, such as: universities, colleges, schools, hospitals and other large government and cultural agencies in order to determine their impact upon the Regional Municipality and if required, to open discussions with the agencies involved to ensure that these proposals are consistent with the policies of this Plan. All such proposals shall be referred to the Region for its review prior to final approval by an Area Municipality. The intent of this policy is not to discourage the location of such facilities in the Region but rather to ensure that any adverse impacts of such facilities are minimized.

7.4.3.5 To promote and support efforts directed to making downtown Hamilton the centre for major cultural facilities (e.g. art galleries, performing arts) in the Region in co-operation with other levels of government and appropriate institutions.

7.4.3.6 To encourage senior governments to locate their offices, serving Hamilton-Wentworth and areas beyond, within the Region.

7.4.3.7 To locate its administrative offices in downtown Hamilton.

8 HOUSING

This section of the Plan contains provisions for achieving an adequate supply of housing accommodation in the Region.

OBJECTIVE

- To ensure that an adequate supply of housing accommodation is available to meet the needs and demands of the present and future residents of Hamilton-Wentworth Region.

POLICIES

It shall be the policy of Regional Council:

8.1 To ensure orderly development and efficient use of land in accordance with the staging provisions of Section 14.4 of this Plan.

8.2 In co-operation with Area Municipalities, appropriate public bodies and private industry, to establish annual housing targets to meet the housing needs in this Region.

8.3 To encourage the achievement of housing targets, and to establish a short term inventory of serviced land adequate to meet the demand for new single, semi-detached, row, apartment and other types of housing.

8.4 To require Area Municipal Official Plans to include policies requiring the preparation of annual housing targets. Housing targets of the Area Municipalities will be based on the following considerations:

(a) Housing mix (singles, semis, townhousing, apartments);

(b) Housing tensure (ownership and rental units);

(c) Housing for senior citizens;

(d) Housing for low income persons; and

(e) Housing for physically handicapped.

8.5 To assist Area Municipalities in the preparation of annual housing targets as contained in policy 8.4 when requested.

8.6 To encourage the Area Municipalities to adopt zoning by-laws responsive to the changing needs in housing and to support such by-laws.

8.7 In the development and review of its housing policies, to encourage public participation, and to request input from: government agencies, including the Regional Housing Authority, the building industry and citizen groups involved in the provision of housing.

8.8 To reduce costs and make housing more affordable:

(a) By reviewing its planning approval procedures periodically, to minimize delays;

(b) By reviewing jointly with the Area Municipalities the Regional and Area Municipal servicing standards; and

(c) In co-operation with senior levels of government, to encourage developers to submit housing proposals which qualify for Federal grant programs where it is in the interest of the residents of this Region.

8.9 To recognize the possibility of future shortages in the supply of conventional fuels, namely oil and gas, and therefore to:

(a) support and encourage Area Municipalities to adopt residential densities and designs in the urban areas which are conducive to the operation of public transit;

(b) promote innovation in housing design to facilitate the construction of energy efficient housing; and

(c) encourage and promote the utilization of solar energy for space heating, where feasible.

8.10 In co-operation with the senior levels of government, to maintain an information system for the purpose of:

(a) Evaluating Federal and Provincial housing programs and disseminating this information to the general public, and

(b) Monitoring housing development in the Region.

8.11 To encourage greater flexibility in rental assistance programs sponsored by senior levels of government in order that available free market housing units are utilized more effectively to achieve greater integration of low income individuals and families within the communities.

8.12 To participate with and encourage the Area Municipalities and non-profit and co-operative housing groups to participate in the housing programs offered by senior levels of government which are in the best interest of the residents of this Region.

8.13 To encourage Area Municipalities to adopt and implement maintenance and occupancy standards by-laws and to participate in senior government housing rehabilitation and energy conservation programs.

9 TRANSPORTATION

The movement of people and goods is an important consideration in planning for the future development of the Region. The transportation policies in this Plan are intended to ensure that transportation facilities are provided which will facilitate the movement of people and goods with the least disruption to the human and natural environment.

The travel characteristics of people can change with time resulting in changes in traffic. The transportation system outlined in these policies has been designed with a degree of flexibility after analyzing the potential effects on travel characteristics due to such influences as the diminishing petroleum supplies and possible changes in technology.

The transportation policies are designed to emphasize the role of transit in the Region of Hamilton-Wentworth. However, analysis shows that the automobile will not become obsolete in the next twenty years and people will continue to rely on the automobile for much of their trip making. The policies in this Plan are designed to promote transit in those areas where it is most effective. The primary focus of transit will be to provide, where feasible, an alternative to the automobile in the urban area.

Improved transit service will lessen demands on the highway and street system, thereby reducing needs for road improvement. However, the need for road improvements cannot be eliminated by expanded transit service. In fact, many forms of public transit rely on uncongested roads to facilitate acceptable levels of transit service.

Roads are an important element in the overall transportation system and must be planned as such. The policies in this Plan to upgrade and improve the road network are essential in order to meet the economic, recreational and social objectives of the Plan. The policies support both the road and transit systems, while attempting to reduce the preponderance of automobiles and create a more even balance between the use of the automobile and transit.

OBJECTIVES

- Provide an efficient, convenient and safe transportation system that will support the Regional Development Pattern and provide a balance between public and private modes of transportation.

- Provide good transportation connections between Hamilton-Wentworth and points beyond the Region's borders in order to make Hamilton-Wentworth accessible as a centre for industry, trade, commerce, culture, recreation and tourism.

- Progressively and continuously upgrade the transportation system in order to support and compliment the Regional Development Pattern.

- Take into account safety, social, environmental and economic considerations as well as transportation system performance when planning improvements to and operating the transportation systems.

- Provide adequate transportation access to all geographic areas and social and economic groups with the Region.

- Maintain the capacity of the existing arterial road system in order to minimize the need for new facilities.

- Provide a level of transit service sufficient to play a significant role in the movement of persons throughout the urbanized area of the Region and especially into the Hamilton downtown area.

- Co-operate with adjacent municipalities, other agencies and other levels of government in order to ensure that transportation facilities not under the control of the Region are compatible with and support the Regional land use and development Plan.

- Plan future road, transit and parking facilities as part of a total integrated transportation system consistent with the land use and development pattern.

9.1 GENERAL POLICIES

It shall be the policy of Regional Council:

9.1.1 To provide new transportation facilities and services or upgrade existing facilities and services where they are deemed necessary to support development plans that are consistent with the Official Plan policies, and where the existing facility or service is under the jurisdiction of the Region or where the new facility or service meets established criteria to define it as a Regional responsibility.

9.1.2 That public transit receive a high priority in the planning of new transportation facilities in the urban area. Transit solutions to transportation access and capacity problems will be integrated with improvements to the road system.

9.1.3 To protect any rights-of-way which may become available until an evaluation is made of their potential as a component of the Regional transportation system.

9.2 ROADS POLICY

The policies of the Province regarding design, operation, maintenance and control of adjacent land use shall prevail over the policies of this Plan for roads under the jurisdiction of the Province.

It shall be the policy of Regional Council:

9.2.1 That the road system shown on Map No. 6 be adopted as the framework for planning and designing the road system necessary to support the land use plan as outlined in the Official Plans of the Region and Area Municipalities. The road system shall be upgraded progressively throughout the planning period to accommodate the transportation demands associated with the development pattern.

9.2.2 That all public roads in the Region be classified by function in order to aid the planning and implementation of road improvement, operation and maintenance programs.

In areas of new development or extensive redevelopment, the road system classification will be utilized as the basis for decisions on road right-of-way requirements, setbacks, and access control. In areas where the majority of the existing land use along a road is developed at the time that this Plan is adopted, the road system classification will be utilized as a basis for decisions concerning parking controls, traffic control systems and intersection improvements. In all areas in the Region the road system classification will be utilized to aid in decisions concerning design standards for road construction, road maintenance priorities and transit and truck routes.

The road classification is shown for roads of Regional significance on Map No. 6. The classifications are as follows:

(a) Inter-regional Highways — strategic links in the road network the primary function of which is to carry long distance traffic into, out of, and through the Region. The right-of-way and design of these roads shall be adequate to accommodate long distance and through traffic as well as traffic generated by abutting land use where direct access to the road is permitted. Full or partial control of access from these roads to abutting land uses shall be required where development or redevelopment warrants such action and where alternative access can be provided;

(b) Arterial roads — strategic links in the road network the main functions of which are to carry relatively high volumes of long distance traffic within, between or through the Area Municipalities and/or to provide access past major geographic barriers and to inter-regional highways.

The right-of-way and design of these roads must be adequate to accommodate this longer distance traffic as well as traffic generated in the immediate vicinity of the road and by abutting land use, where direct access to the road is permitted. Generally, full or partial control of access to abutting land use shall be provided where new development or redevelopment warrants such action and where alternative access can be provided; and

(c) All public roads in the Region not designated in Map No. 6 as belonging to one of the preceding two classifications shall be classified as either arterial, collector or local roads in the Official Plans of the Area Municipalities or in secondary plans.

9.2.3 That the following changes may be made in the classification of roads as designated in Map No. 6 without requiring amendment to this Plan:

(a) Roads may be upgraded to an arterial classification where these roads are part of a solution to the road improvements as outlined in transportation Policy 9.2.9 of this Plan, and

(b) Roads may be changed from a Provincial Highway to a lower classification if both Regional Council and the Provincial Minister of Transportation and Communications agree.

9.2.4 That the basic right-of-way widths for arterial roads be:

60 metres (approximately 200 feet)	when there is complete control of access to abutting land use.
26 - 36 metres (approximately 86 - 120 feet)	when there is only partial or no control of access to abutting land use.

Roads under the jurisdiction of the Province shall have the right-of-way widths that conform with the policies of the Province.

9.2.5 To take immediate action to protect the specified road right-of-way widths on the Regional roads through the adoption of appropriate by-laws. The Area Municipalities and the Province shall be encouraged to take similar action to protect those roads covered under the policies of this Plan but not under the jurisdiction of the Region.

9.2.6 In areas that are undeveloped at the time this Official Plan is adopted or in areas planned for extensive redevelopment, that the right-of-way of the road system be protected up to the limits of the minimum width specified above, except on those roads where either the Official Plan of the Area Municipality, secondary plans or policies of the Council of either the Region or the Area Municipality specify that a greater right-of-way is required.

9.2.7 In areas where the majority of the existing land use along a road, or a significant portion of a road, is developed at the time that this plan is adopted, that the standards for the right-of-way of the road, as specified, shall act only as a guide. Special studies shall be undertaken to determine a practical right-of-way that can serve the traffic requirements along the road while minimizing the negative impacts on the existing development. The exact right-of-way to be protected in these areas will be specified by policy of Council after these studies have been completed.

9.2.8 To acquire property abutting a Regional road and within the specified road allowance right-of-way by means of dedication at such time that the property is to be developed or redeveloped; or by means of purchase or otherwise, when Council determines such action to be necessary.

9.2.9 To make major improvements in the road system over the planning period. To overcome existing and forecasted deficiencies in the arterial road network, such improvements will include the following new road connections:

(a) A new road link from Burlington Street West to Highway 403 as designated in Map No. 6;

(b) A new east-west roadway on the Hamilton Mountain connecting from Highway 403 in the west to a new north-south arterial road in the east as designated in Map No. 6;

(c) A new north-south road, crossing the Niagara Escarpment along the Red Hill Creek Valley connecting the new east-west roadway in the south to the Queen Elizabeth Way in the north as designated in Map No. 6:

(d) Additional east-west road capacity on existing arterial roads or a new road connection between downtown Hamilton and the junction of Main Street and Cootes Drive in West Hamilton;

(e) Additional east-west road capacity on existing arterial road connections or a new road connection in the corridor immediately north of the Niagara Escarpment between downtown Hamilton and the junction of King Street and Lawrence Road in the east; and

(f) Additional north-south road capacity across the Niagara Escarpment in the central Hamilton corridor between Becketts Drive and the Sherman access to be restricted to improvements to the approaches of the existing access routes.

9.2.10 To protect lands for full controlled access interchanges with the proposed east-west roadway where the road crosses: Garth Street, Upper James Street, Upper Wentworth Street, Upper Gage Avenue and the northern extension of Dartnall Avenue. The exact boundaries of the lands required for these interchanges shall be designated in Secondary Plans.

9.2.11 To conduct studies regarding the need for additional major improvements in order to facilitate the flow of traffic, including an additional Mountain access route in the Town of Stoney Creek, and a Main Street/Highway No. 8 by-pass of the downtown area of the Town of Dundas.

9.2.12 To establish the relative priorities of the recommended major improvements in a transportation systems plan which will provide the basis for introducing transportation capital facilities into the Region's Five (5) Year Capital Program.

The transportation systems plan will be prepared as part of the continuing planning process and will be updated from time to time so as to have an estimate of the capital requirements for transportation facilities for a minimum of a 10 year horizon at all times.

9.2.13 That arterial roads in developing areas be designed primarily to accommodate the through movement of traffic between major land use areas, municipalities and settlement areas. Accordingly, the Area Municipalities shall provide policy guidance through their Official Plans and where deemed appropriate, restrict access to individual parcels of lands by employing devices such as reverse frontage, separate frontage roads, and common access points for a number of properties.

9.2.14 That new residential development adjacent to or in the immediate vicinity of an arterial road employ land development and design techniques to minimize the adverse visual and noise impacts of the roadway operation on that development.

9.2.15 That the right-of-way and design of new arterial roads and the reconstruction of existing arterial roads by the Region take into consideration:

(a) The requirements for pedestrian movements along and across the roadway including provisions in the right-of-way for adequate sidewalks, centre median pedestrian refuges and cross walks in the urban area and in the rural area where pedestrian use warrants such design considerations;

(b) The requirements of the public transportation system so transit vehicles will be able to operate efficiently and safely without significantly reducing the through movement function or the safety of the arterial road;

(c) The potential demands for bicycle use along the roadway. Where warranted and feasible, sufficient space within the right-of-way of the road shall be included to allow for the construction of safe bicycle paths, by the appropriate Area Municipality;

(d) The impact of the roadway on the surrounding land use, and shall employ, where warranted and feasible, design features that will reduce the visual and noise impact caused by the operation of the road;

(e) The aesthetics of the road, and shall include in design, where it is feasible, provisions for landscaping and tree planting; and

(f) The impact of the roadway on historical, cultural and recognized archaeological resources and, where feasible, shall be designed in a manner that minimizes any detrimental impacts on these resources.

9.2.16 That in order to preserve the capacity of the arterial road system and to provide for the safe and efficient movement of traffic:

(a) On-street parking will be prohibited on sections of arterial roads where feasible, and

(b) On-street stopping shall be prohibited on all arterial roads during the periods of peak traffic use.

9.2.17 That the Area Municipalities circulate to the Regional Engineer, in the early planning stages, all development or site plans in areas adjacent to a Regional road.

9.2.18 That the Area Municipalities include in secondary plans provision for sufficient off-street parking for all new development adjacent to an arterial road, to ensure adequate parking to meet the needs of the development without necessitating the use of the arterial road for parking.

9.2.19 That the Area Municipalities require all new development abutting arterial roads to provide adequate off-street loading and unloading facilities located in such a manner to minimize the detrimental impact by vehicles using such facilities on the free flow or safety of other vehicles operating on the arterial road system.

9.2.20 To designate a system of scenic drives with the co-operation of the Area Municipalities. These routes will be developed in a manner that emphasizes the scenic aspects of the Region of Hamilton-Wentworth.

9.2.21 To maintain an efficient system of designated truck routes throughout the Region, utilizing portions of the arterial road system. This system shall be reviewed on a regular basis to minimize the intrusion of trucks into residential areas while providing an acceptable level of service to industrial and commercial development in the Region.

9.2.22 To encourage the Provinical Government, through the Ministry of Transportation and Communications, to:

(a) Plan for additional highway capacity between Hamilton-Wentworth and points east via both the Q.E.W. Skyway corridor and the Highway 403 corridor in order to maintain a level of accessibility into the Region that is consistent with the economic and development goals of the Region and to provide this additional capacity when demand warrants;

(b) Monitor the need for a new alignment of Highway 6 north from Caledonia into Hamilton that will accommodate traffic from Nanticoke to Hamilton-Wentworth, Toronto and points east; and to construct this facility when demand warrants on an alignment that has the least disruptive effect on the Area Municipalities involved;

(c) Construct the extension of Highway 403 from the junction of Highway 2 in Ancaster westward to Brantford;

(d) Provide additional road capacity in the Highway 5 corridor between the eastern Regional boundary and Highway 6 in a manner that has the least impact on existing and planned development within and in the vicinity of the Town of Waterdown; and

(e) Improve the level of service of highway connections from the City of Hamilton to the Cities of Kitchener, Waterloo, Cambridge and Guelph.

9.3 TRANSIT POLICY

It shall be the policy of Regional Council:

9.3.1 To provide public transit at a level of service adequate to encourage its use within and between the urbanized portions of the Area Municipalities.

9.3.2 To review the boundaries of the Urban Transit Area from time to time, or at the request of any of the Area Municipalities, and in conjunction with all the Area Municipalities affected, with the objective of eventually including within the Urban Transit Area all portions of the Region developed at urban densities.

9.3.3 That the urban transit system in the Region be planned and operated in such a manner that:

(a) Downtown Hamilton be the primary focal point of transit service and the level of service into the downtown area will be such that it will provide a degree of accessibility that is consistent with the downtown's role as a Regional Centre and will reduce the need for the operation of private automobiles into the downtown area;

(b) The sub-regional centre on the Hamilton Mountain be a focal point for transit service above the escarpment in Hamilton and Stoney Creek, with a major high speed transit connection between this centre and downtown Hamilton;

(c) The eastern sub-regional centre in the Region be a focal point for transit service to east Hamilton and that part of Stoney Creek below the escarpment. Direct transit connections between this centre and downtown Hamilton will be encouraged; and

(d) The municipal centre of each of the Area Municipalities or a centre designated by the Area Municipality, act as a focal point for local transit service within the Area Municipality.

9.3.4 To encourage commuter transit connections between downtown Hamilton and municipalities adjacent to the Region in order to make retail facilities, service facilities and job opportunities in Hamilton-Wentworth accessible to the residents of those municipalities. The financial involvement of the Region in the operation of these transit connections shall be limited and Provincial financial involvement will be encouraged.

9.3.5 That to improve the transit service in the urbanized area, where it is feasible, in order to provide a viable alternative to the automobile for the movement of people, and to reduce, where possible, the need for new road construction.

9.3.6 To consider preferential and/or exclusive bus lanes and other transit oriented improvements on arterial roads where demand warrants and their application is feasible.

9.3.7 That the planning of transit routes and intermediate capacity transit lines take into account the location of:

(a) Major employment and retail concentrations, universities and schools;

(b) Concentrations of high density residential developments;

(c) Terminals of inter-city transportation systems;

(d) Major medical and social service centres;

(e) Housing developments for the elderly, the handicapped and the socially disadvantaged; and

(f) Social amenities such as parks, theatres, museums, etc.

9.3.8 That a transit system with increased transit capacity receive a high priority in transportation planning in the urban areas of the Region, especially in the corridor connecting downtown Hamilton to the sub-regional centre on the Hamilton Mountain.

9.3.9 To develop public parking facilities in co-operation with the Area Municipalities where they are deemed necessary to support the operation of the urban transit system and encourage the Area Municipalities to adopt public parking policies that promote the use of transit.

9.3.10 To consider public transit as an integral part in the planning of major new residential development and all new commercial and employment centres in the urbanized portion of the Region. Accordingly, the Area Municipalities shall provide policy guidance through their Official Plans and, where deemed appropriate, secondary plans for such areas shall include provisions for safe, convenient and direct pedestrian access to the public transit system.

9.3.11 To encourage the Area Municipalities to allow for the concentration of high density residential development in the immediate proximity of major transit corridors and transfer points in the transit system, in order that the transit system is immediately available for the use of as many persons as possible.

9.3.12 That the Regional transit system incorporate, where feasible, special vehicle features and operational procedures that will make the transit system more accessible to elderly and handicapped persons.

9.3.13 To encourage the provision of a special transit service to meet the needs of those elderly and handicapped persons with the Region who are unable to use the regular public transit system. Regional support will be based on the recognition that this transit service should provide, where feasible, access for this segment of society, in an efficient manner, to medical and educational institutions, and places of employment as well as to personal shopping, social and recreational functions.

9.3.14 To encourage the Provincial Government, through the Ministry of Transportation and Communications, to initiate and coordinate with the Regional Municipalities of Halton and Hamilton-Wentworth, the expansion of inter-regional commuter transit between the City of Hamilton and the City of Burlington, in order to serve the commuter travellers into the City of Hamilton from the City of Burlington and points further east.

9.3.15 To consider the use of existing rail lines and railway rights-of-way when planning for inter-regional transit connections between points in Hamilton-Wentworth and surrounding areas.

9.4 RAILWAYS POLICY

It shall be the policy of Regional Council:

9.4.1 To encourage and support the railway companies in their efforts to provide the most advantageous service to the residents and industries in the Hamilton-Wentworth Region.

9.4.2 To co-operate with the Area Municipalities and other levels of government in efforts to eliminate or relocate railway lines conflicting with other urban land use development and to eliminate unsafe level crossings between railways and arterial roads.

9.4.3 To encourage the appropriate railway authorities, where feasible, in areas of existing development, to provide adequate fencing, landscaping and noise abatement measures, so as to minimize detrimental impacts of the railway operation on the surrounding residential development.

9.4.4 To discourage new residential development in areas adjacent to or in the immediate vicinity of railway lines except where the adverse visual, noise and safety impacts of the railway operation on the development can be limited to levels acceptable to the Region.

9.5 TERMINAL FACILITIES POLICIES

It shall be the policy of Regional Council:

9.5.1 To recognize terminal facilities such as ports, airports, railway yards and stations, transit stations, truck depots and parking areas as integral parts of the total transportation system and the existing or planned location of these facilities be recognized in the transportation planning process in order to ensure maximum integration and compatibility with the transportation systems.

9.5.2 To encourage truck depots and freight transfer facilities to locate as close as possible to arterial roads in order to minimize the disruption to development on local or collector roads while not impairing the ability of the trucking industry to provide service to the Region.

9.5.3 To encourage and support the Federal Government and the airline companies in their efforts to provide adequate airline and airport service to the residents and businesses in the Hamilton-Wentworth Region.

9.5.4 That a Regional airport be maintained and expanded to sufficient size at the present location of Mount Hope to provide scheduled and chartered air cargo and passenger services consistent with the demand generated by the population and businesses of the Regional Municipality of Hamilton-Wentworth and the immediate surrounding regions and counties; and that the Regional Council will encourage the Federal Government to develop such a facility.

9.5.5 To encourage the appropriate Federal and Provincial authorities to provide a controlled access road facility connecting the airport terminal to the freeway system in the Hamilton-Wentworth area in order to ensure a high degree of accessibility to the airport from all areas in the Region.

9.5.6 To minimize future conflicts between the operation of the airport and surrounding land uses, and to provide for the future industrial needs of the Region. The Area Municipalities shall be required, in the preparation of Official Plans and zoning regulations, to apply the noise exposure forecast contours, as prepared by the Federal Ministry of Transport, for the runway configuration as specified in the final adopted plans for the expanded Hamilton Civic Airport, in conjunction with the guidelines for development in the vicinity of airports prepared by the Provincial Ministry of Housing such that:

(a) No new residential uses are developed within areas exposed to noise disturbance levels at 35 NEF or greater; and

(b) All new development permitted within areas exposed to noise disturbance levels of 28 NEF or greater shall be required to be insulated for noise in accordance with the standards of the Provincial Ministry of Housing.

9.5.7 To ensure that adequate road access is provided to the harbour to allow for the effective and efficient operation of the harbour facilities and services.

9.5.8 That the Federal Government and the Hamilton Harbour Commission be encouraged and supported in efforts to provide services at the Port of Hamilton that are consistent with the economic and environmental goals of the Region.

9.5.9 That in order to encourage the use of public transit and reduce the potential use of private automobiles in the downtown area, the City of Hamilton will be encouraged to adopt as part of its Official Plan, policies that discourage the use of public parking facilities for long term commuter parking in the downtown area.

10 UTILITIES

This section presents the policies of Regional Council regarding the following physical services:

- supply and distribution of water
- collection and disposal of sewage
- disposal of solid waste
- storm drainage
- electric power and transmission lines

OBJECTIVE

- To provide adequate water, sewage and solid waste disposal facilities in order to achieve and facilitate orderly growth in the Region and to improve the environment and maintain it at a clean and healthy level.

10.1 WATER AND SEWAGE

It shall be the policy of Regional Council:

10.1.1 To provide an adequate supply of potable water and a suitable sewage collection and disposal system to the designated Urban Policy Areas as the land is developed.

10.1.2 To provide for the improvement of water supply systems, in existing urban areas with substandard water pressure and storage capacities where financially feasible.

10.1.3 To either seek the correction of individual sewage disposal systems or to supply municipal sewers of limited size and/or municipal water where feasible to areas other than that stated in Policy 10.1.1 where:

(a) potential health hazards exist and/or

(b) environmental degradation is occurring and/or

(c) inadequate supplies are causing undue hardship on the residents.

10.1.4 To co-operate with and encourage the Area Municipalities, the Land Division Committee and the Public Health Unit, to ensure that approvals for rural development are based on the long term settlement capability of the terrain.

10.1.5 In the Rural Policy Areas to encourage and promote individual sewage disposal systems which incorporate proven new technology achieving reduced volumes and/or improved quality of effluents.

10.1.6 To investigate and implement feasible methods of treating storm run-off and overflow from combined sewers in the City of Hamilton.

10.1.7 To encourage the Area Municipalities to investigate and implement suitable and economical methods of reducing urban storm water run-off and improving its quality.

10.1.8 To undertake water and sewage studies in Greensville and other rural areas, in consultation with the Ministry of the Environment, where environmental problems can be anticipated under the present servicing arrangements. The environmental and financial implications of various servicing options including servicing area boundaries, will be identified and assessed and the most appropriate option selected.

10.1.9 The Region will assume responsibility for ownership, operation and maintenance of communal water supply systems serving development in the Rural Policy Areas.

10.2 DISPOSAL OF SOLID WASTE

It shall be the policy of Regional Council:

10.2.1 To co-operate with and co-ordinate the functions of the Area Municipalities in collection and haulage of solid waste to Regional disposal facilities.

10.2.2 To establish disposal and transfer facilities within the Region to equitably serve the citizens of the Region in the most economical and environmentally acceptable means available.

10.2.3 To provide a landfill site that is efficiently designed and operated to protect the environment and the public health.

10.2.4 To protect the supply of natural resources and energy, and to minimize the impact of solid waste disposal on the environment by employing resource recovery and recycling techniques. A program to initiate resource recovery facilities, compatible with the financial means of the Region and available markets for recovered resources, will be pursued.

10.2.5 To encourage recycling of solid waste materials separated at source and collected and marketed by local private organizations. The Region will develop and implement programs compatible with the aims of the Regional Waste Management Program.

10.2.6 To co-operate with the Governments of Ontario and Canada in the development of programs which are aimed at reducing the quantities of solid waste generated at source, and which are to the mutual benefit of all parties.

10.3 DISTRIBUTION OF ELECTRIC POWER

It shall be the policy of Regional Council:

10.3.1 To support the restructuring of the Public Utilities Commissions, if such a restructuring is in the interest of the consumers of electric power in this Region.

10.4 TRANSMISSION FACILITIES

POLICIES

It shall be the policy of Regional Council:

10.4.1 To participate with public utility companies and Area Municipalities in establishing future routes for power lines, pipelines, etc., in a manner least harmful to the residents and the natural environment of this Region.

10.4.2 That all existing electrical facilities and all new Ontario Hydro facilities used directly for the generation and distribution of electric power and permitted under The Environmental Assessment Act and other relevant statutes shall be permitted in any land use designation but Ontario Hydro shall consult with the Municipality and take into account the established planning policies of the Municipality.

11 HISTORICAL RESOURCES

The historical resources section of the Plan outlines Regional Council's policies which are intended to preserve, as much as possible, the unique features of the Region's history and culture.

OBJECTIVE

- To protect, where feasible, buildings, sites, districts and other unique features of the Region's history and culture and to promote the interest of the residents in their heritage.

POLICIES

It shall be the policy of Regional Council:

11.1 To recognize the role of:

(a) Area Municipalities in the management of their historical resources;

(b) Those Conservation Authorities, on which the Region has representation, in managing historical resources under their control; and

(c) Other private groups concerned with the protection of the historic resources within the Region.

11.2 To encourage each Area Municipality to state policies in its Offical Plan which protect the historical resources of the Municipality.

These policies may include:

(a) The appointment of a committee to advise in matters pertaining to the identification and management of the Area Municipality's historic resources,

(b) The intent of the Area Municipal Council to prepare an inventory of the Municipality's historic resources,

(c) The intent of the Area Municipal Council to designate those sites or districts which it deems to be of historic and/or architectural significance, and

(d) The delegation of its responsibilities under the Ontario Heritage Act to Regional Council if the Council of the Area Municipality feels that it is unable to undertake a program to manage its historical resources.

11.3 To support and reinforce the heritage protection policies of the Area Municipalities, in a manner consistent with the historical resources objectives and through such means as the exercise of Regional Council's planning responsibilities.

11.4 To establish and support a "Regional Heritage Foundation" whose main functions will be to manage the historical resources owned by the Region and to work in co-operation with the Area Municipalities. This body will:

(a) Inventory the property owned by the Region to determine historic resources which it owns,

(b) Advise in matters pertaining to the management of historical resources owned by the Region,

(c) Provide research assistance to the Area Municipalities,

(d) With a view to promoting the protection of historical resources of Regional significance, co-operate with Area Municipalities and other agencies in identifying such resources,

(e) Explore various means of funding the management of historical resources,

(f) Administer the powers of the Ontario Heritage Act delegated to Regional Council by the Area Municipalities, and

(g) Establish an inventory of all archaeological sites within the Region.

11.5 To take into consideration historical and cultural resources, including recognized archaeological sites in the review of proposals for development and re-development. Such development and re-development either public or private should, wherever possible, incorporate these resources into the overall design in a manner which minimizes adverse impact and encourages maintenance and protection.

12 OPEN SPACE FOR RECREATION

The Open Space for Recreation Section contains policies concerning the role of the Regional Municipality in the planning of Regionally significant open space for outdoor recreational uses.

OBJECTIVE

- To encourage the Area Municipalities, Conservation Authorities, the Province and the private sector to provide sufficient outdoor recreational open space, within the Region to meet the needs of existing and future residents of the Region and visitors to the Region.

POLICIES

It shall be the policy of Regional Council:

12.1 To recognize that each Area Municipal Council is responsible for providing open space for recreation facilities to meet the recreation needs of residents within its Municipality.

12.2 To define its role in the provision of Regional open space for recreation, primarily as one of co-ordination and assistance to existing agencies. Therefore, Regional Council will:

(a) Co-operate with Area Municipalities to determine the requirements for Regionally significant recreation areas; and

(b) Provide planning and financial support, where feasible, to those public agencies within the Region which own and/or operate open space for recreational uses, the nature of which is such that a significant portion of their users are from outside the municipality within which the open space is located.

12.3 To encourage cooperation among the Conservation Authorities, the Area Municipalities and other public agencies in developing an integrated system of recreational areas in the Region. This does not necessarily imply that recreational areas be physically connected.

12.4 To request the Ministry of Natural Resources to provide, where feasible, a wide range of year-round recreational facilities within the Regional Forests.

12.5 To recognize the importance of privately owned open space lands used for outdoor recreation in meeting the recreational needs of residents of the Region and encourage the continuation of that use.

12.6 To request the Conservation Authorities to develop and make accessible conservation areas, for recreational use where such use does not have adverse impact.

12.7 To minimize disruption to Regional recreational areas and lands adjacent to these areas which may be affected by the location, construction and maintenance of facilities which are not compatible with recreational uses.

12.8 To cooperate with the Area Municipalities, the Conservation Authorities, and other public agencies in investigating the Regional open space needs for recreation.

13 HUMAN SERVICES AND FACILITIES

It is an objective of Council to foster the development of a social environment that will enhance the state of well-being and the quality of life for residents of the Region and to pursue human services policies that will meet people's changing needs and promote and maintain a healthy community in keeping with the economic resources of the Region. Such policies shall not, however, form part of the Official Plan.

Any detailed policies which may be formulated will be developed in direct consultation with the Provincial Social Policy Field Ministries and/or their agencies.

Such policies when developed and implemented should respect existing legislative or other jurisdictional limitations and should be consistent with any other relevant policies within this Official Plan.

Appendix 1, Human Services and Facilities, states the policies of Regional Council regarding services and facilities which are associated with the social development of the citizens of the Region.

14 IMPLEMENTATION OF THE PLAN

This section of the Plan indicates the means by which Regional Council intends to implement programs and procedures in order to carry out the policies contained in this Plan.

14.1 ADMINISTRATIVE FRAMEWORK AND RELATIONSHIP WITH OTHER GOVERNMENTS AND AGENCIES

The carrying out of the policies and the achievement of the objectives contained in this Plan are dependent to a large degree on the financial and administrative capability of the Region, and the co-operation of the Senior Levels of Government, Public Agencies, and Area Municipalities, and on the Region's policies on those services and facilities over which the above noted bodies have jurisdiction.

POLICIES

It shall be the policy of Regional Council to:

14.1.1 Provide a proper administrative framework to implement the policies of this Plan.

14.1.2 Seek co-operation from all levels of Government, Public Agencies and the Private Sector, in achieving the objectives of this Plan.

14.2 CONFORMITY OF AREA MUNICIPAL OFFICIAL PLANS TO THIS PLAN

The Hamilton-Wentworth Act (R.S.O. 1973, ch. 74 and amendments thereto), provides that when the Minister has approved this Plan, the Official Plans and By-laws of the Area Municipalities (passed under Section 35 of The Planning Act), shall have to be brought into conformity with this Plan.

POLICIES

It shall be the policy of Regional Council:

14.2.1 To consider the following factors in determining the conformity of Area Municipal Official Plans to this Plan:

(a) Provision and distribution of employment and housing;

(b) Conservation and management of the Region's agricultural, mineral and other natural resources which are of importance to the entire Regional population;

(c) Protection and management of the Region's natural environment and its heritage; and

(d) Provision of Regional Services (e.g. sewer, water, transit, etc.) for which the Region has statutory responsibility.

14.2.2 To permit Area Municipalities through their respective Official Plans and implementing secondary plans, to include policies more detailed or restrictive in nature than those contained in this Plan provided such policies are consistent with the general intent and provisions of this Plan.

14.3 DEVELOPMENT CONTROL

That Urban Policy Areas are designated on the basis of the need for urban land to the year 2001. Municipal trunk services are expected to be extended in a planned manner in keeping with the housing and other related urban demands.

POLICIES

It shall be the policy of Regional Council:

14.3.1 To require that Area Municipal Official Plans incorporate policies for the preparation of detailed secondary and/or neighbourhood plans for the Urban Policy Areas and for each of the Rural Settlements. Regional approval for the subdivision or conveyance of land will be given only if the proposal is in conformity with the relevant Area Municipal Official Plan and secondary plans as well as the policies of this Plan.

14.3.2 That land designated in this Plan which is not expected to be developed for several years shall not be zoned for purposes described in this Plan until development is imminent and the relevant secondary and/or neighbourhood plans have been developed and approved by the Area Municipalities and been endorsed by the Region.

14.4 STAGING OF DEVELOPMENT

It shall be the policy of Regional Council:

14.4.1 To stage the development in the Urban Policy Areas in a manner which will minimize the rate of public capital spending while providing sufficient lands to accommodate the anticipated growth and to achieve the objectives in this Plan.

14.4.2 That the development in Urban Policy Areas will be permitted in stages as indicated on Map No. 7. The staging represents a general sequence of development in the Region and is based on the following considerations:

(a) Providing adequate amounts of serviced land to accommodate anticipated rates of growth,

(b) Providing services to areas experiencing pollution problems,

(c) Providing choice locations for industrial expansion as soon as possible, and

(d) Meeting previous servicing and planning commitments by Area Municipalities.

14.4.3 To follow a sequential development strategy which requires at least 60% of the residential land area in an Area Municipality, which is to be serviced and was vacant at the time of Council adoption of this Plan, be developed or registered for development in one stage before proceeding to provide municipal services in the next stage.

14.4.4 That the staging of industrial development on lands immediately north of the Mount Hope Airport will be co-ordinated with the Federal Government's plans for expansion and servicing of the airport.

14.4.5 The Stage 2 areas on Map No. 7 in Stoney Creek will be redesignated Stage 1 (without amendment to this Plan) when Regional Council's Plan for providing additional appropriate north-south transportation capacity across the Niagara Escarpment has received all the necessary Provincial approvals and financial commitments to allow construction.

14.4.6 That until sewer and water services become available to Binbrook for urban development, development may be permitted on large lots that can be sub-divided when urban services become available in that area. The interim development so permitted shall be consistent with the long term capability of the soils and strata to provide a dependable potable ground water supply and to safely accommodate the septic disposal of sewage.

14.4.7 That, as part of its monitoring program, a review of the staging boundaries will be conducted annually. Regional Council may, by resolution, * change the staging boundaries, when warranted, to:

(a) Maintain a diversity of choice for residential and industrial locations throughout the Region, and

(b) Accommodate innovative and unique development proposals whose socio-economic benefits outweigh any other considerations.

14.4.8 That the "60% criterion" may be waived by the Regional Council when considering development proposals, supported by the Area Municipalities, which have no significant impact on the servicing priorities of the Region and can be supported by the existing community facilities.

14.5 TEN YEAR TRANSPORTATION SYSTEMS PLAN AND WATER AND SEWER PLAN

POLICIES

It shall be the policy of Regional Council:

14.5.1 To prepare, under the general framework of staging sequence contained in this Plan:

(a) A ten year transportation systems and needs plan for the Regional road and Regional transit systems, and

(b) A ten year sewer and water plan.

These plans will identify the major transportation, sewer and water projects which are required to be undertaken to achieve Regional development objectives and the timing of their implementation.

14.5.2 That the ten year plans shall provide the basis for introducing transportation and sewer-water capital facilities into the Region's Five Year Capital Budget program. The ten year plans will be reviewed from time to time in order to make the necessary updates.

*For Waterdown urban area only substitute "by amendment to this plan" in place of "by resolution".

14.6 FIVE YEAR CAPITAL WORKS PROGRAM

POLICIES

It shall be the policy of Regional Council:

14.6.1 To undertake the capital works, for which it is responsible, in accordance with a continuing Five Year Capital Works program, which is to be updated every year.

14.6.2 That in accordance with the provision of The Planning Act, no public work shall be undertaken that does not conform with this Plan. However, this policy shall not prevent the extension of services to serve land uses existing on the date of the adoption of this Plan.

14.6.3 That Area Municipalities shall undertake the capital works for which they are responsible in conformity with this Plan and in accordance with a continuing Five Year Capital Works program.

14.7 ECONOMIC DEVELOPMENT

It shall be the policy of Regional Council:

14.7.1 To develop a Regional Business Promotion Program which encompasses all sectors of the economy, but places particular emphasis on those sectors and industries with the greatest potential for growth. The Regional Business Promotion Program, will include the following activities:

(a) Provide advice and information to existing business firms and to those who wish to locate in the Region,

(b) Develop a marketing strategy designed to promote the Region as an attractive business location,

(c) Attract new generators of economic development to locate in the Region,

(d) Broaden markets for the products and services of the Region's existing industries, and

(e) Promote facilities and services which enhance the business climate of the Region.

14.7.2 To actively pursue an industrial land banking responsibility in order to achieve its economic objectives.

14.7.3 To periodically review the industrial land banking program to ensure that the program is contributing effectively and efficiently to the Region's needs for industrial development.

14.7.4 To measure the extent to which the economic component of this Plan is being achieved by developing a monitoring program which will annually measure the economy of the Region and identify the actions necessary to achieve the objectives of the economic policies of this Plan.

14.8 HOUSING

It shall be the policy of Regional Council:

14.8.1 To monitor housing production annually, in co-operation with the Area Municipalities, to ensure that the housing needs of all segments of the population are adequately met.

14.9 ENVIRONMENTALLY SENSITIVE AREAS

It shall be the policy of Regional Council:

14.9.1 To consider, after careful study, the adoption of development standards governing permitted uses and the nature and intensity of permitted uses in the environmentally sensitive areas.

14.9.2 In co-operation with the Conservation Authorities, to consider the requirement for buffer zones adjacent to environmentally sensitive areas and permitted uses in such buffer zones.

14.9.3 To establish the existing legal use of properties within and abutting designated environmentally sensitive areas at the time this Plan is approved. Council will prepare an inventory of these uses which will be updated periodically.

14.10 PLAN REVIEW AND UPDATING

It shall be the policy of Regional Council:

14.10.1 To conduct a systematic and comprehensive review of this Plan, at regular intervals of five years, to ensure that the Plan's policies and programs remain realistic in light of changing socio-economic circumstances.

14.10.2 To amend the Plan, if necessary, after such a review.

14.10.3 To undertake a review of one or more portions of the Plan, from time to time, and if necessary, make amendments to the Plan.

14.11 CITIZEN PARTICIPATION

Throughout the preparation of this Plan, Regional Council sought and obtained public input at various stages of the Plan's preparation.

Regional Council believes that there is a basic right for persons affected by any planning proposals:

- To be made aware of the proposals,
- To be able to express their views on the proposals, and
- If they choose, to object to the proposals.

POLICIES

It shall be the policy of Regional Council:

14.11.1 To promote active participation of the citizens of the Region in the implementation of its policies and programs and shall provide opportunity for such participation.

14.11.2 To make available to the public, if requested, official studies and reports concerning the policies and programs of the Regional Government.

14.11.3 To encourage the promotion of public participation by Area Municipalities on the planning proposals which are under the jurisdiction of the Area Municipalities.

15 INTERPRETATION OF THE PLAN

Part I "The Planning Framework" and Part III "Appendix to the Plan" are intended to be used in conjunction with the policies contained in Part II "Official Plan Policies". A change in either Part I or III will not require an amendment to the Plan.

15.1 GENERAL POLICIES

POLICIES

It is the policy of Regional Council:

15.1.1 That the text and maps contained in Part II constitute the Official Plan for the Regional Municipality of Hamilton-Wentworth.

15.1.2 That a change to Part II of the Plan will require an amendment to the Plan.

15.1.3 That in case of a discrepancy between text and the related map the policy statements will take precedence.

15.1.4 That on land subject to multiple designations in this Plan refinement may occur in the Official Plans and implementing secondary plans of the Area Municipalities after detailed study of the area in consultation with the affected agencies and with the concurrence of the Region.

15.2 DEFINITIONS

The following definitions apply for the purposes of this Plan.

15.2.1 CONSERVATION AUTHORITIES

The Hamilton Region Conservation Authority, the Grand River Conservation Authority, the Niagara Peninsula Conservation Authority, and the Halton Region Conservation Authority.

15.2.2 FARM

The land which is operated and used for the production of food and/or agricultural goods.

15.2.3 FARMER

A person who operates, resides on and owns a viable farm operation and whose principal activity is the production of food and/or agricultural goods.

15.2.4 FLOOD PLAIN

Areas susceptible to flooding of a water course and delineated on maps by flood lines.

15.2.5 FLOODLINES

Lines (elevations) on maps delineating land which will be flooded during a Regional storm of an assumed intensity of rainfall as determined by the Conservation Authorities in conjunction with the Ontario Ministry of Natural Resources.

15.2.6 FORESTS AND WOODLOT

A forested area comprised of 1.0 hectare (approximately 2.5 acres) or more, where livestock does not pasture or roam and which contains one or more of the following species of trees: pine, spruce, hemlock, tamarack, oak, cedar, balsam, fir, birch, ash, hickory, basswood, tulip, black cherry, walnut, beech, butternut, chestnut, maple, sycamore, locust, black gum, sassafras or poplar.

The woodlot must have in addition to the above:

(a) 1,000 trees per hectare (approximately 400 trees per acre) of any size, or

(b) 750 trees per hectare (approximately 300 trees per acre) measuring over 5 cms. (approximately 2 inches) in diameter, or

(c) 500 trees per hectare (approximately 200 trees per acre) measuring over 12 cms. (approximately 5 inches) in diameter, or

(d) 250 trees per hectare (approximately 100 trees per acre) measuring over 20 cms. (approximately 8 inches) in diameter.

15.2.7 HOUSE (FOR POLICIES UNDER LAND SEVERANCE)

A separate building containing a dwelling including habitable space intended for human occupancy and complying with the regulations of the applicable Building Code and the Regional Health Unit.

15.2.8 MOBILE HOME

A transportable single family dwelling unit, suitable for long term occupancy upon arrival on site except for incidental requirements such as laying of foundations and utility connections.

15.2.9 RURAL RESIDENTIAL ESTATE DEVELOPMENT

Low density, detached housing development in the Rural Policy Areas, on the basis of subdivision plans, having a minimum lot size of 0.6 hectare, (approximately 1.5 acres).

15.2.10 SPECIALTY CROP AREAS

Areas where a combination of special soils and climate exist providing the most desirable conditions for the production of tender fruits (e.g. peaches and sweet cherries).

15.2.11 URBAN TRANSIT AREA

That area within the Region against which Regional Council may by by-law, levy the sums required to meet any deficit arising out of the operation of the Regional Public Transportation System within its boundaries. The Urban Transit Area at present, contains the City of Hamilton.

15.2.12 VIABLE FARM

A farm operation which under the operator's management generates sufficient income to:

(a) Support a farm family;

(b) Cover operating and maintenance costs of the operation of the farm;

(c) Repay debts, associated with the operation of the farm; and

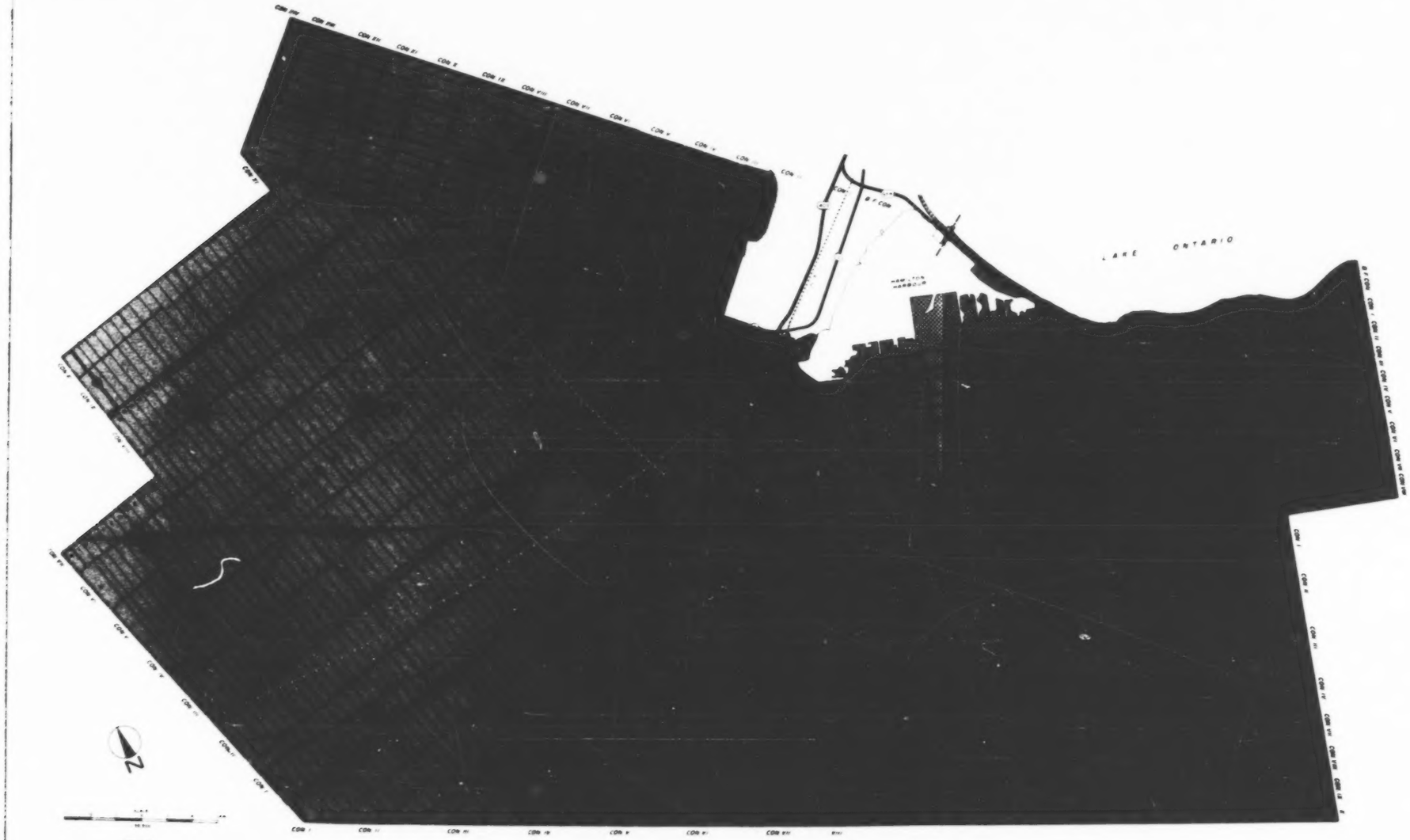
(d) Provide for capital improvements in buildings and equipment to increase efficiency and productivity of the farm operation.

15.2.13 SHOPPING CENTRE

A group of five or more retail or service outlets having at least 930 square metres (approximately 10,000 square feet) of gross leasable floor area. A shopping centre will include parking facilities for customers and it may include additional uses such as residential or office areas although such additional uses will not be included within the calculations of the gross leasable area of the shopping centre.

15.2.14 GROSS LEASABLE RETAIL COMMERCIAL FLOOR AREA

That area in which tenants pay rent for what are commonly referred to as stalls and which is exclusive to tenant occupancy including basement, mezzanines and upper floors, measured from the centre line of joint partitions and from outside wall faces.



MAP NO.1

LEGEND

URBAN POLICY AREAS

- EXISTING DEVELOPMENT
- PROPOSED DEVELOPMENT
- INDUSTRIAL - BUSINESS PARKS
- RESIDENTIAL & RELATED USES
- REGIONAL CENTRE
- SUB-REGIONAL CENTRE
- AIRPORT (A)
- FUTURE ROADWAY

RURAL POLICY AREAS

- RURAL AREA
- RURAL SETTLEMENTS

PARKWAY BELT WEST POLICY AREAS

- ONTARIO MUNICIPAL BOARD DECISION FOR THIS AREA DEFERRED

THE REGIONAL DEVELOPMENT PATTERN

Planning & Development Department
Hamilton - Wentworth Region

MAP NO. 2

LEGEND

AREA 'A' (Gravel & Sand)

AREA 'B' (Stone Aggregates)

MINERAL RESOURCE AREAS

Planning & Development Department
Hamilton - Wentworth Region

MAP NO. 3

LEGEND

LAKESHORE POLICY AREA 'A'

LAKESHORE POLICY AREA 'B'

LAKESHORE POLICY AREAS

Planning & Development Department
Hamilton - Wentworth Region

MAP NO.4

LEGEND

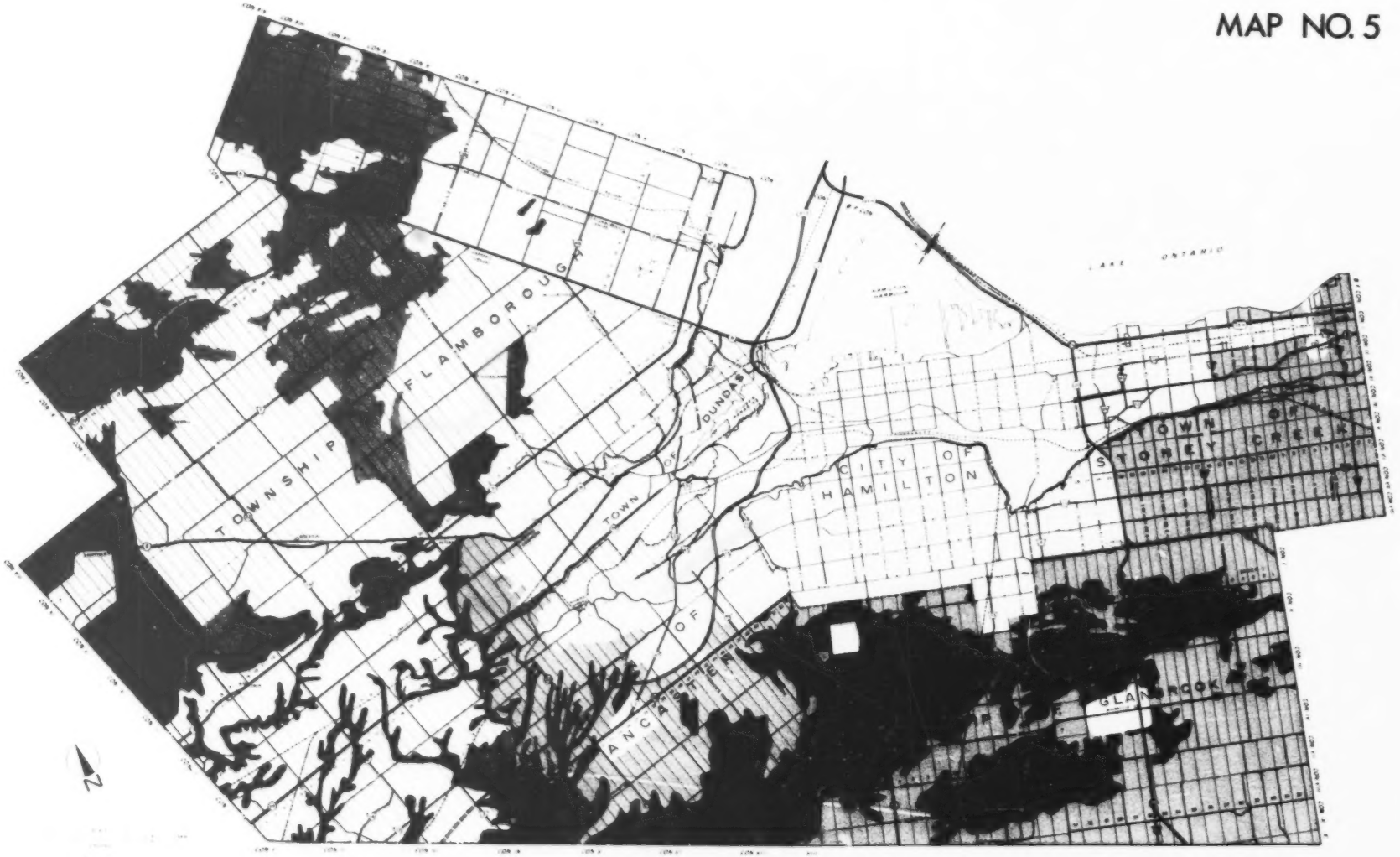
ENVIRONMENTALLY SENSITIVE AREAS

1 BEVERLY SWAMP
2 VALENS
3 FLETCHER CREEK SWAMP FOREST (Heath Bog)
4 HYDE TRACT RECREATION TRACT AND BEVERLY SPARROW FIELD
5 ROCKTON WETLAND
6 WESTOVER WETLAND
7 WESTOVER DRUMLIN FIELD
8 FORESTRY AND WILDLIFE AREA
9 MARSHLAND FORESTRY AND WILDLIFE AREA
10 MILLGROVE WOODLOT
11 DONALD FARM WETLAND
12 CHRISTIE CONSERVATION AREA
13 SPENCER GORGE (Webster's and Tew's Falls)
14 BORER'S FALLS ROCK CHAPEL
15 ROYAL BOTANICAL GARDENS (CATES PARADISE)
16 SUMMIT MUSKEG PRESERVE
17 CLIFFTOWN WOODS
18 DUNDAS VALLEY
19 TIFFANY FALLS
20 HAMILTON MOUNTAIN (Radial Line)
21 ANCASTER CREEK HEADWATER
22 HAMILTON NIAGARA ESCARPMENT
23 RED HILL CREEK RING'S FOREST
24 FELKER'S FALLS AND NIAGARA ESCARPMENT
25 NIAGARA ESCARPMENT DEVIL'S PUNCH BOWL EAST
26 HYDRO ISLANDS
27 TOLL GATE PONDS
28 RED HILL CREEK MARSH VAN WAGNER'S MARSH
29 LAKE MEDAD
30 SAUTTELET WOODLOT
31 TWEEDSIDE FOREST
32 WENTWORTH FLOODPLAIN
33 SINCLAIRVILLE LOWLAND FOREST
34 HAMILTON GOLF & COUNTRY CLUB
35 MOUNTSBERG
36 BRONTE CREEK RAVINE
37 CARLISLE SWAMP

ENVIRONMENTALLY SENSITIVE AREAS

Planning & Development Department
Hamilton - Wentworth Region

MAP NO. 5



LEGEND

MINIMUM LOT SIZE

.21 ha (0.5 Ac)

.42 ha (1 Ac)

51 ha (1.25 Ac)

61 ha (1.5 Ac)

.81 ha (2.0 Ac)

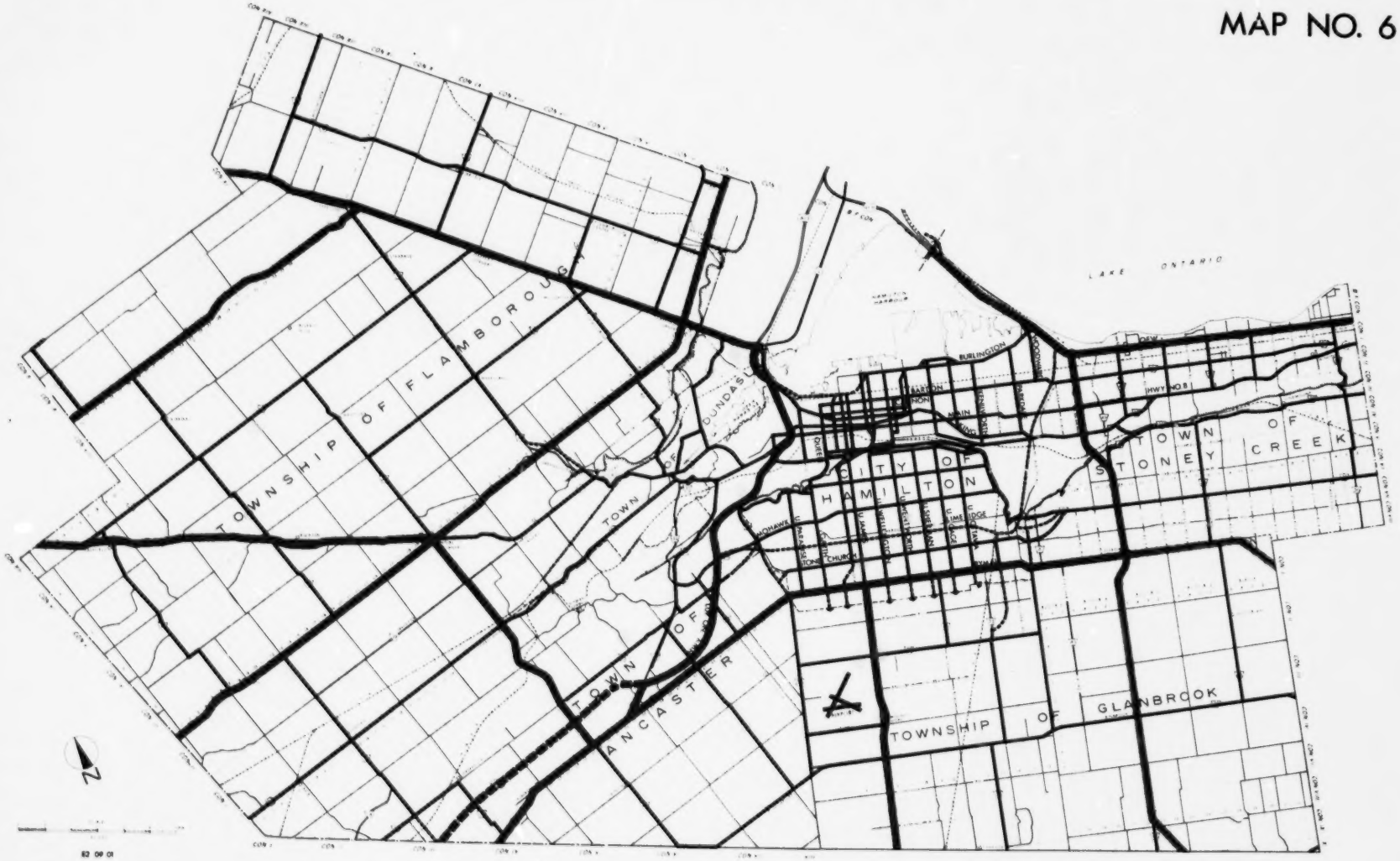
UNSUITABLE FOR DEVELOPMENT

ONTARIO MUNICIPAL BOARD DECISION FOR THIS AREA DEFERRED

GENERALIZED SEPTIC DISPOSAL SUITABILITY AREAS

Planning & Development Department
Hamilton - Wentworth Region

MAP NO. 6



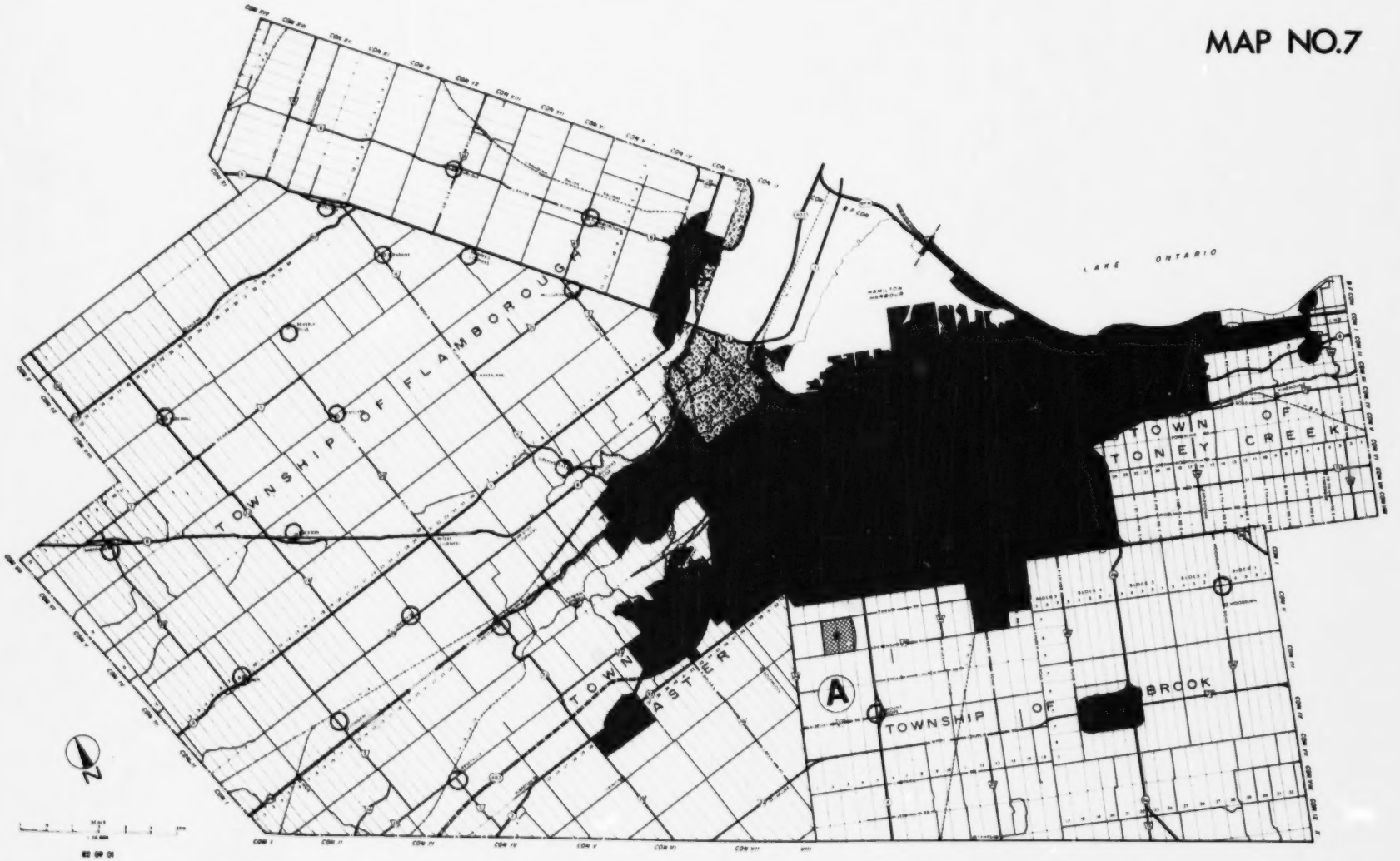
LEGEND

	EXISTING	PROPOSED
INTER-REGIONAL HIGHWAY	▬▬	▬ ▬
ARTERIAL	──	┈┈

TRANSPORTATION

Planning & Development Department
Hamilton - Wentworth Region

MAP NO.7



ONTARIO MUNICIPAL BOARD DECISION FOR THIS AREA DEFERRED

* Note:
Staging of airport related industrial development will be dependant on the timing of the airport expansion.

LEGEND

URBAN POLICY AREAS

EXISTING DEVELOPMENT

PROPOSED DEVELOPMENT

- INDUSTRIAL - BUSINESS PARKS
- RESIDENTIAL & RELATED USES
- REGIONAL CENTRE
- SUB-REGIONAL CENTRE
- AIRPORT
- FUTURE ROADWAY

RURAL POLICY AREAS

RURAL AREA

A

RURAL SETTLEMENTS

PARKWAY BELT WEST POLICY AREAS

STAGE 1

STAGE 2

STAGE 3

STAGING OF DEVELOPMENT

Planning & Development Department
Hamilton - Wentworth Region

PART III

APPENDIX TO THE PLAN

A1 HUMAN SERVICES AND FACILITIES

This appendix provides a statement on the policies of Regional Council on services and facilities which are associated with the social development of the citizens of the Region. These services and facilities include Education, Health, Library Services, Police and Fire Protection and Personal Social Services.

A1.1 EDUCATION

It shall be the policy of Regional Council:

A1.1.1 To encourage a closer liaison between the Regional Municipality, the Local Education Authorities and the Area Municipalities so that the needs of the educational system in the Region are determined in a manner which is consistent with the policies of this Plan.

A1.1.2 That prior to approval of plans of sub-division and Regional and Area Municipal Official Plan Amendments regarding residential development, Local School Boards and the Ministry of Education will be requested to comment on:

(a) The adequacy of existing schools in nearby areas to accommodate the anticipated growth in enrolment;

(b) The possibility of alternatives to the construction of new schools, such as the changing of school boundaries, busing or expansion of existing schools in nearby areas, to meet the Board's needs; and

(c) Requirements for new school sites.

A1.1.3 That in the event that a community college, university, or other educational institution wishes to develop a new campus site in the Region, the institution must first seek Regional Council's consent. Such consent will be considered after:

(a) The institution has conformed with the provisions of the Environmental Assessment Act, 1975; and

(b) The institution has provided Regional Council with a clear statement of what impacts such development will have on the provision of Regional services.

A1.2 HEALTH

It shall be the policy of Regional Council:

A1.2.1 To seek changes in the Provincial legislation which will relieve Regional Council from any financial obligation towards capital grants for hospitals and other major health care facilities.

A1.2.2 To seek changes in the legislation so that the powers and functions of the Regional Board of Health are transferred to the Regional Council.

A1.2.3 To encourage and assist in the development and maintenance of comprehensive and integrated health services for the residents of this Region.

A1.2.4 To ensure that any health facility which is provided is an integral part of a comprehensive health plan and that the new facility is located in such a manner that it is easily accessible to the residents to be served.

A1.2.5 To encourage and support the District Health Council in the continuation of public participation in the planning of future health programs.

A1.2.6 To request the Province to consult Regional Council before undertaking any major expansion or reduction to the existing health care facilities and/or construction of new facilities.

A1.3 LIBRARY SERVICES

The local library boards, the South Central Regional Library System, McMaster University and Mohawk College, and the local Boards of Education are all involved in the provision of library services within the Hamilton-Wentworth Region.

It shall be the policy of Regional Council:

A1.3.1 To recognize each of these agencies and encourage their cooperation and coordination in order to provide a broad range of library services to the Region's residents.

A1.3.2 To require the Area Municipalities to state policies in their Official Plans regarding the provision of library services and the establishment of library locations.

A1.3.3 To encourage and assist through the provision of planning and other information, the appropriate library agencies:

(a) In the establishment of library standards, and

(b) To determine the possible sharing of facilities between the library boards and other public agencies providing library services.

A1.3.4 To encourage the library agencies of the Region to continue to provide special services for the aged, handicapped and others unable to use fixed library facilities.

A1.4 POLICE PROTECTION

It shall be the policy of Regional Council:

A1.4.1 Through the Board of Commissioners of Police, to provide adequate policy protection, high in quality and consistent with the needs of all citizens in the Region.

A1.4.2 To recognize the changing role of the Police Force and encourage liaison with other agencies in order to avoid excessive demands on the Police Force.

A1.4.3 To provide planning and other resources for determining the location and the need for any Regional Police facility if requested by the Board of Commissioners of Police.

A1.4.4 To encourage cooperation and exchange of information between the Board of Commissioners of Police and the Regional Municipality of Hamilton-Wentworth.

A1.5 FIRE PROTECTION

It shall be the policy of Regional Council:

A1.5.1 Through the Regional Fire Coordinator, to consult and cooperate with the Area Municipalities, to ensure that the control procedures and method of operation of the area Municipalities' Fire Departments will be adequate during a declared emergency.

A1.5.2 To promote the sharing of services and facilities through intermunicipal co-operation so as to enable fire protection to cover the entire Region as economically as possible.

A1.5.3 To encourage the exchange of planning and resource information, so as to provide for the best use and location for required facilities.

A1.5.4 To predetermine, in cooperation with Area Municipal Fire Departments, the location of required fire stations within the development proposals of the Regional and Area Municipal Official Plans.

A1.5.5 To encourage the installation of fire detection devices in all dwellings.

A1.6 SOCIAL SERVICES

It shall be the policy of Regional Council:

A1.6.1 To request the Government of Ontario to ensure that Regional Municipalities are asked for their comments on the impact on the municipality when social policy and/or major social program changes are being contemplated in the social development field.

A1.6.2 To assume responsibility for the planning and delivery of personal and community social services and to this end, co-operate with other levels of government, and non-governmental agencies.

A1.6.3 To ensure that the social needs of residents are identified, appraised and monitored.

A1.6.4 To establish priorities and standards for the provision and delivery of personal and community social services in the Region.

A1.6.5 To monitor the personal and community social services that are delivered in the Region.

A1.6.6 To assist in the development of personal and community social services which are integrated with health services at the delivery level.

A1.6.7 To ensure that:

(a) The social services which are provided are available and accessible to all residents, and

(b) User charges are according to the ability to pay.

A1.6.8 To make certain that the required social services are available to encourage residents to achieve, regain and/or maintain full or partial economic independence.

A1.6.9 To make sure services are provided in a way that will enable the family to function as a unit throughout the family's entire life span, if this is in its best interest.

A1.6.10 To initiate and/or facilitate actions to promote the establishment and maintenance of community based residential facilities for all residents who require assistance:

(a) To establish, regain and/or maintain independent living;

(b) For rehabilitative purposes; and

(c) For continuing care.

A1.6.11 To make certain that changes in land use will be assessed in terms of social impacts.

A1.6.12 To promote actions that will improve physical accessibility to housing, community facilities, employment, educational or training facilities and other essential services for persons with special needs due to either physical or other handicapping conditions and thereby enable such persons to take charge of their own lives and participate in community activities.

A1.6.13 As a means of meeting social and economic needs more effectively and economically:

(a) To request the Government of Ontario to transfer to the Region the responsibility and accompanying funds for the delivery of all financial assistance, personal and community social services provided within the Region; and

(b) To request the Federal Government to withdraw from providing and funding social services directly within the Region and to achieve national social services objectives through the appropriate Provincial and Local Government agencies.

A2 MUNICIPAL FINANCE

OBJECTIVES

- Ensure that sufficient funds are made available over the planning period to implement the policies of this Plan.
- Encourage the maximum use of existing facilities and resources of the Region.
- Promote efficiency in the delivery of Regional services.
- Consider new areas of expenditure only when the needs for the new expenditures have been justified and the financial resources are available.
- Promote and encourage the development of financially attractive assessment only where it is consistent with the Plan.
- Over the long term, attempt to achieve a 'pay as you go' capital financing policy.

A2.1 GENERAL EXPENDITURES

It shall be the policy of Regional Council:

A2.1.1 To approve only those capital works which conform to the policies and programs identified in this Plan.

A2.1.2 To attempt to minimize the increase in Regional expenditures by controlling cost increases within the responsibility of Regional Council.

A2.1.3 To approve new programs requiring the expenditure of funds only after determining that:

(a) The new program is within the scope of the Region's responsibility,

(b) The need for the new program has been established,

(c) The need cannot be met by the existing facilities or services of any level of government operating within the Region, and

(d) The costs of the program over the long term (five years or more) have been established.

A2.1.4 To publish annually a summary of the Regional budget to be made available to each property taxpayer in the Region. This summary will include:

(a) Expenditure by major function for the present budget year and the previous year;

(b) Revenue by major source for the present budget year and the previous year; and

(c) Any explanatory notes deemed necessary, including spending by bodies or agencies not directly accountable to Regional Council but on whose behalf Council is required to raise funds.

A2.1.5 To seek to make special purpose agencies, for which Regional Council must raise funds, more accountable to Regional Council.

A2.2 CURRENT EXPENDITURES

It shall be the policy of Regional Council:

A2.2.1 To develop criteria and standards to measure the level and efficiency of services provided by the Region.

A2.2.2 To apply the criteria and standards developed above to Regional services and where the application of the standards indicate that there is an opportunity to improve the delivery of Regional services, Regional Council will undertake a review of the services so identified.

A2.3 CAPITAL EXPENDITURES

It shall be the policy of Regional Council:

A2.3.1 To prepare and adopt annually, a five year capital budget identifying all approved capital facilities to be undertaken during the succeeding five years. The budget will include the following:

(a) A list of individual capital facilities,

(b) A statement concerning the need for each facility,

(c) Estimated cost and timing of the facilities,

(d) Method of financing the facilities, and

(e) Impact of financing and operating the capital facilities on taxes.

A2.3.2 To add new capital facilities or alter the timing of projects in the five year capital budget only at the expense of other projects in the five year capital budget.

A2.3.3 To prepare a ten year capital facility program which will be integrated with the preparation of the five year capital budget.

A2.4 GENERAL REVENUES

It shall be the policy of Regional Council:

A2.4.1 To encourage and support the Provincial Government in removing the regressive aspects of the property tax through the improvement of such income tax programs as the Property Tax Credit.

A2.4.2 The Provincial Government has sought to limit the growth of its transfer payments to municipalities (conditional and unconditional grants) to the growth in its revenue base (the Edmonton commitment). Significant changes in Provincial tax policies could have a noticeable impact on the Provincial monies made available to municipalities. Therefore, it shall be the policy of Regional Council:

To request that the Provincial Government, when it significantly alters its revenue base, to inform municipalities of the impact that such alterations will have on the growth of transfer payments to municipalities. This information should be provided shortly after the Provincial tax changes are introduced.

A2.4.3 Provincial and municipal fiscal years are different, with the Provincial fiscal year being April 1 to March 31 and the municipal fiscal year being January 1 to December 31. Until recently, the amount which municipalities could expect in the form of Provincial grants was not fully known until well after the start of the municipal fiscal year. It shall be the policy of Regional Council:

To encourage the Provincial Government to continue its recent policy of making the amount of Provincial grants to municipalities known in advance of the municipalities' fiscal year.

A2.4.4 Although Regional Council prefers grants from the Province to be unconditional, it shall be the policy of Regional Council:

To encourage the Provincial Government to involve municipalities in the determination and alteration of formulae which establish conditional grants to municipalities when such conditional grants are deemed necessary by the Province.

A2.4.5 To request that when the Provincial Government transfers any Provincial responsibilities to the Region, the transfer be accompanied by sufficient funding sources to pay for the transferred responsibilities.

A2.4.6 To encourage more Federal financial assistance to the Province for the financing of municipal government programs.

A2.5 CURRENT AND CAPITAL REVENUES

Current and capital revenues were combined because a number of revenue sources, particularly special charges, are a composite of current and capital financing.

A2.5.1 SPECIAL CHARGES

It shall be the policy of Regional Council:

A2.5.1.1 That water rates and sewer surcharges be maintained at a level that will permit all expenditures for water and sanitary sewers including capital charges to be met from those rates and those surplusses created by water rates and sewer surcharges be set aside only for water and sanitary sewer respectively.

A2.5.1.2 That the levy for storm sewers will be utilized for storm sewer purposes and that all expenditures in respect of storm sewers be met from that levy.

A2.5.1.3 To review its lot levy policy by undertaking a study to determine the Regional cost of providing hard and soft services to areas of new development. Once the study has been completed, Regional Council will then establish a Regional lot levy based on an equitable division of Regional costs of servicing new developments between developers and taxpayers. The lot levy shall be periodically reviewed and adjusted to reflect changes in costs.

A2.5.1.4 To develop a guideline indicating the proportion of transit costs which should be borne by the users of the Region's transit system through a user charge (transit fare) and the proportion that should be borne by general taxpayers. The establishment of the guidelines should take into consideration the goals of the transit system and senior government subsidies in addition to other financial and social considerations which may be relevant.

A2.5.2 DEBT

It shall be the policy of Regional Council:

A2.5.2.1 To request that each Area Municipality establish policies that will enable it to limit its annual debt charges for local municipal purposes to 20% of the sum of the total local municipal levy (excluding levies for Regional and school purposes) and all local unconditional grants. This maximum debt level will be reviewed by Regional Council from time to time and altered depending upon any changes in the responsibilities of Area Municipalities.

A2.5.2.2 To limit the Regional annual debt charges for all tax supported services except for water and sewers to 15% of the sum of the Regional general levy and all unconditional grants and not to issue debentures on the Region's behalf for general purposes when that limit is exceeded. Regional Council will review this debt level annually and alter it depending upon charges in Regional responsibilities.

A2.5.2.3 To limit annual debt charges for water and sanitary sewer purposes to 45% and 50% of the water and sanitary sewer revenues respectively. Should either of those rates be exceeded, the issuance of debentures for either water or sanitary sewer purposes will cease. These annual debt charge levels for water and sewers will be reviewed annually with the ultimate objective of reducing these debt levels to the minimum necessary to sustain the systems. The debt limit for storm sewer purposes shall not exceed 50% of the storm sewer levy.

A2.5.2.4 To curtail the issuance of debentures when the issuance of further debentures would make the annual debt charges, for all Regional and Area Municipal purposes and sewer and water, exceed 25% of the sum of the Municipal Levies, unconditional grants, water revenues, and sewer surcharges.

A2.5.2.5 To request the Provincial Government to transfer the responsibility for issuing debentures on behalf of the school boards to Regional Council in the event that the school boards find it necessary to raise debt in the private market. The school boards should be liable for the payment of principal and interest for debentures issued by Regional Council on their behalf.

MAP NO. 1-1

SOURCE: DESIGN FOR DEVELOPMENT
THE TORONTO CENTRED REGION
GOVERNMENT OF ONTARIO, MAY 1970
PLATES 4 AND 5

LEGEND

- HAMILTON-WENTWORTH REGION BOUNDARY
- ZONE 1
- PARKWAY BELT
- NIAGARA ESCARPMENT

URBAN AREAS

- SUB-REGIONAL CENTRE (50,000 – 250,000)
- REGIONAL CENTRE (250,000 AND OVER)

HAMILTON-WENTWORTH WITHIN THE TORONTO CENTRED REGION

MAP NO. 1-2

LEGEND

PARKWAY BELT WEST POLICY AREAS

NIAGARA ESCARPMENT

1) DEVELOPMENT CONTROL AREA

2) PLANNING AREA

PARKWAY BELT WEST AND NIAGARA ESCARPMENT POLICY AREAS

Planning & Development Department
Hamilton - Wentworth Region

MAP NO. 1-3

LEGEND

PRIME AGRICULTURAL LANDS
(CANADA LAND INVENTORY SOIL CLASSES 1 & 2)

SPECIALTY CROP AREAS
(TENDER FRUIT SOILS)

AGRICULTURE AND SPECIALTY CROP AREAS

Planning & Development Department
Hamilton - Wentworth Region

MAP NO. 1-4

LEGEND

POLICY AREA "A" (Municipal Agreement Forest & Crown Land)

POLICY AREA "B" (Woodlot Improvement Act – Forest)

POLICY AREA "C" (Plantations)

POLICY AREA "D" (Woodlot and Forest Cover)

POLICY AREA "E" (Water Conservation – Forest)

FORESTS AND WOODLOTS

Planning & Development Department
Hamilton – Wentworth Region

POOR

QUALITY

ORIGINAL